

RAILWAY AGE

AUG 27 1948

AUGUST 21, 1948

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GENERAL MOTORS Diesel freight locomotives on the Southern, representing 6.9 per cent of the System's total freight locomotives, as of March 1948, handled 41.4 per cent of the gross ton-miles and made 26.6 per cent of the freight locomotive miles. In the same month, Diesel locomotives in passenger service, representing 16 per cent of the total, made 54.9 per cent of the passenger train-miles. The Southern's net operating income for the first three months of 1948 increased to \$7,121,000 from \$5,660,000 in the same period last year. Ratio of transportation expenses to gross revenues was reduced to 37.76 per cent from 38.52 a year ago. Records like these from railroad after railroad reflect the operating efficiencies and economies possible with this modern motive power.

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS

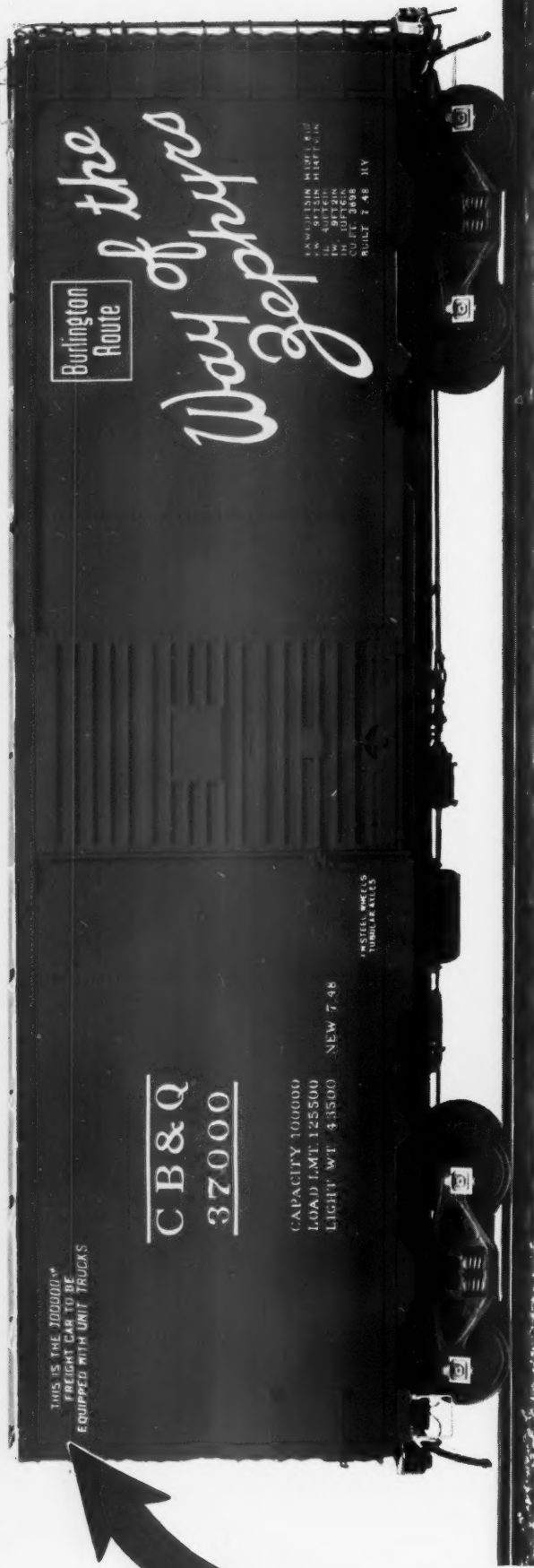
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RAILWAY AGE

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WEEK AT A GLANCE

UNRECOGNIZED CONSERVATIONISTS: "Conservation" is one of those terms which have favorable associations in the popular mind. People and organizations enhance their reputations when they can succeed in identifying their activities with the "conservation" movement. While recognizing that the railroads are doing much conservation work, our leading editorial advises them to become more thoroughgoing about it, and to take steps to see that they get credit for it—because far-sighted conservation of the nation's resources is an aspect of practical patriotism as well as being sound business for a railroad company which hopes to have some traffic to haul thirty or fifty years hence.

TRAFFIC-BUILDING FORMULA: How aggressive publicity, promotional, and agricultural-study campaigns were coupled with fast and reliable transportation service to build a peach-growing industry on the Southern's lines in South Carolina is told in one of this issue's illustrated feature articles. An experiment producing only a few express shipments in the early 'Thirties has developed into a flourishing industry which shipped 7,265 carloads of peaches in 1947—5,140 of them over the Southern. Trucks have been unable to compete successfully for the traffic, because they can't offer the diversion-en-route arrangements which marketing conditions require. And the Southern has been alert to hold this advantage. It maintains a special diversion bureau during the shipping season.

ON DOTTED LINE: Representatives of management and the three holdout operating unions ended their wage and rules dispute last week with the signing of formal agreements based on the "proposal for settlement" which the parties accepted last month from Dr. John R. Steelman, assistant to President Truman. The brothers got some rules changes in addition to those recommended in the emergency-board report which they rejected to pose the strike threat that brought two months of government operation. Management got time limits on the filing and handling of employee claims or grievances on the property and before the Adjustment Board. A "memorandum of understanding" permits the holdouts to catch up with the other two operating unions in the "third round" wage proceedings now under way.

STRUCTURE SHAKEN: The latest "Monthly Comment" of the I.C.C.'s Bureau of Transport Economics and Statistics presents figures indicating that the additional one per cent freight rate increase authorized by the commission in its final Ex Parte 166 report should bring the total operating revenues of the Class I roads up to \$10,052 million in a "constructive normal year" when the resultant net railway operating income would be \$1,217 million, a return of 5.9 per cent on the commission's "rate-base" valuation of \$20,623 million. Unfortunately, however, the "constructive" year was not built with bricks; and its

structure has already been shaken by the huffs and puffs of further increases in the prices of fuel and supplies. Thus the same "Comment" which made the foregoing estimates promptly conceded that the higher prices would cut the "constructive" year's net to \$1,119 million and the rate of return to 5.43 per cent.

DIESEL FILLING STATION: One ideal in passenger-station facilities is a set-up which permits servicing of the engine while a train's station work is being done and within the time allowed for the regular station stop. The Seaboard Air Line has achieved this at Wildwood, Fla., where it has recently completed two new fueling and watering stations for Diesel-electric locomotives hauling its passenger trains. The new installations—one for trains moving in each direction—are each capable of serving a complete three-unit Diesel with fuel oil, and with water for both engine-cooling and train-heating purposes. They are described in an illustrated feature article herein.

SAM DUNN DAY: In recognition of his "lifetime devotion and outstanding contributions to the welfare of the railroads and the railway supply industry," some 170 top-ranking carrier and supply company executives and other friends from all parts of the country this week presented a testimonial dinner to Samuel O. Dunn, editor of *Railway Age* and president and chairman of the Simmons-Boardman Publishing Corporation, on the grounds of the Railroad Fair at Chicago. That was on August 16, which the fair's management designated as "Kansas—Sam Dunn Day." A report of the event appears on page 48 of this issue while another article (page 51) presents a review by his co-editor of Mr. Dunn's "first 71 years."

SLEEPERS FOR "EAGLES": Pullman-Standard has built 47 of the sleeping cars which the Missouri Pacific and Texas & Pacific are providing for their new "Eagle" fleet of streamliners. This \$14 million "Eagle" program, which approached culmination with the August 15 launching of the "Texas Eagles," was the subject of a feature article in last week's issue. The article on page 42 of this issue follows through to describe the Pullman-built sleepers. They include three types—roomette-bedroom, bedroom-lounge, and roomette-bedroom-drawing-room.

WOULD O.K. PER DIEM RATE: Examiner Claude Rice has advised the I.C.C. to find that parties to the two conflicting complaints against the per diem rate for rental of freight cars have neither proved that it has been too high nor that the present rate of \$1.50 is unreasonably low. The complaints are those of the short lines which want the rate cut to 95 cents; and of six western roads which want the rental raised. The examiner's proposed report is summarized in our news pages.

overcoming an underwater problem for the Northern Pacific



► Spanning the St. Louis River, linking Duluth, Minn. to Superior, Wisconsin, swing bridges are operated by the Northern Pacific Railway, "Main Street of the Northwest." Heavy traffic depends upon their smooth electrical opening and closing. For these conditions the railroad wanted a submarine power cable of exceptionally long-lasting service life.

The choice was an Okonite submarine cable. The installation called for 3600 feet of 3-conductor cable. Conductors: Okoloy-coated for corrosion resistance, Semicon-taped to prevent internal corona cutting. Insulation: long-lived Okolite. Armor: Galvanized steel

armor wire. O. D. of cable: 2.390". Weight: 5 lbs. per foot.

While moisture-resistance is, of course, an essential, perhaps the most important single factor in this cable's selection is the consistently stable electrical characteristics of *Okolite* high-voltage insulation.

Power cables are only one of many types of Okonite wires and cables used by American railroads. Others are specially designed for signal applications, case and instrument wiring, centralized traffic control. Write for information on specific railroad uses of wires and cables. The Okonite Company, Passaic, New Jersey.

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RAILROADS AS CONSERVATIONISTS

The railroads could do themselves much good — traffic-wise and in improved public esteem — if they would identify themselves more closely than they have with the movement for so-called “conservation.” Far-sighted conservation of the nation’s resources is not only an aspect of practical patriotism — it is also sound business for a railroad company which hopes to have some traffic to haul thirty or fifty years hence. The agricultural and industrial development departments need no reminder about this, because the preservation and stimulation of enterprises which promise to yield continuing traffic are the purposes for which these departments were established. But neither top management nor these departments themselves seem fully to realize how great their potentialities are for strengthening the railroads in popular and political favor.

Work Unrecognized

While the railroads could and doubtless should, for their own advantage, engage more widely than they have in promoting the knowledge and the policies which will assure continued progress in producing commodities which move by rail — the industry is receiving a minimum of recognition and credit for the great work it has already done, and is doing, in this direction. As a matter of fact,

hardly any private business gets credit for caring much about such things as preservation of soil fertility, flood control, and the husbandry of timber resources. Instead it is usually the politicians — especially left-wingers — who have largely preempted in the public’s estimation the reputation as defenders of the national resources. “Big business” is usually represented as a band of sinful wastrels. This indictment may contain, at times, an element of truth; but it by no means follows that the evidence usually supports such a conclusion; and still less does it establish as true conservationists the politicians and bureaucrats who lay exclusive claim to that distinction.

Most business — and the railroads are no exception — has not yet attained full realization that its long-run prosperity, and perhaps its very existence, depends upon the degree to which it finds favor in popular opinion. Attainment and retention of favorable public opinion require, in the long run, (1) that the behavior of business actually promote and conform to the public interest, and (2) that the public be made aware of this fact.

“Conservation” is a term which has favorable associations in the popular mind. People and organizations enhance their reputations when they can succeed in identifying their activities with the ideas people have of such terms as “modernity,” “progress,” “conservation,” “freedom,” “sanita-

tion", "generosity," "courtesy." Many people and organizations achieve such identification dishonestly and undeservedly, and profit without merit — but usually not for long. To be dependably retained, a good reputation has to be deserved.

The fact is that the railroads are much sounder conservationists than even they themselves may suspect. Take, for instance, the matter of preservation of soil fertility and flood prevention. Most railroads that have agricultural departments are supporters of programs of reforestation, contour plowing, and other such measures which keep the rain where it falls, decelerating run-off and soil erosion. At the same time, they usually oppose — as much as they dare — programs of alleged "flood control" on the rivers, which usually have for their *real* purpose the building of dams to promote navigation and the provision of hydro-electric power.

Who Are Real Conservationists?

Who are the real conservationists in this instance — the railroads who want to keep rain water on the land where it falls, or the Army Engineers who want to spend hundreds of millions of taxpayers' money to impound the run-off in great reservoirs? A remarkable recent book on conservation* answers that question. The author says:

"At a time when our school system threatens to break down because we cannot pay teachers a decent wage, or support hospitals for the care of the sick, we are urged to spend billions [for flood control] on people too stupid to stay off flood plains, and on damming rivers that have got out of hand largely because of destruction of forests and grasslands. . . .

"People who have settled on the flood plains of the Missouri, Mississippi, and their tributaries, and then wait that the rest of the country must bail them out, remind me of the man who jumped off the Empire State Building — and changed his mind. . . . To reduce temporary floods by building a series of dams that would permanently submerge some of the richest land in the world — the project of the U. S. Army Engineers — would seem to compound the foolishness. . . . How much good land would be forever removed from use by the American people under a Missouri Valley Authority has never been calculated . . . the M.V.A. plan may well be a national liability. We can no longer waste fertile fields beneath hydro-electric reservoirs. Nor can we afford to sacrifice many of them to protect downstream urban areas against floods."

The Army Engineers, he goes on to say, "seem literally incapable of understanding the necessity for beginning flood-control work on the hilltops." Of the T.V.A. he says: "It has 'controlled' floods, not by holding water in the soil where it will do

the most good, but by permanently submerging more than three-quarters of the land it was designed to protect."

The railroads do not come off entirely unscathed in this author's analysis of the many ways in which the fortunate people of this continent are throwing away their birthright of irreplaceable resources — soil, minerals, water, animal life. But he is not able to scold them for recent sins and, indeed, their chief misdemeanor from his point of view is that they opened up the West to settlement too rapidly.

Railroad managers — or anybody who is concerned with the future prosperity of the industry and of the country — will find a lot of challenging information and ideas in this book. The public relations and development departments will discover from it that the railroads are hewing a lot closer to the line of true conservation than the industry gets credit for. They should be able to garner some practical and usable suggestions from it. For instance, what would a true conservationist of natural resources have to say about a recent booklet issued by truck-trailer manufacturers, claiming for themselves a better position in steel assignment than that accorded to the railroads? They assert that a ton of steel produces more daily ton-miles when used to manufacture a trailer than to manufacture a box car, but do not say for how many days — and they overlook comparative use of manpower and fuel.

The railroads are arch-conservationists, by comparison with most other industries and most professional conservationists. They could become even more thoroughgoing with very little sacrifice. Since they have this sterling and popular virtue, it ought to be worth some effort to gain credit for it.

SMALL LEAKS--LARGE LOSSES

The use of Diesel-electric locomotives has been a blessing, in more ways than one, to the railroads of this country. It not only has offered them all of the direct advantages of this more flexible type of motive power, such as fuel economy, high availability and maximum utilization, but because it is an expensive facility, in first cost, it has created the necessity for keeping accurate records of operating cost. If the railroad industry owes nothing more to the proponents of Diesel power than encouragement in ascertaining the details of motive-power operating cost, that in itself is a contribution of inestimable value, for it has learned more in the past seven years about the factors affecting expense of locomotive operation than in several previous decades.

Motive-power operating expense figures have been looked at by railroad men month after month for many years, and almost the only items to which

*Road to Survival, by William Vogt. Published by William Sloane Associates, New York. Price \$4.

any great attention has been paid have been wages, fuel, maintenance and lubrication. These, of course, are the bulk of the expense. Then there are the minor items—water, supplies, enginehouse expense and “other expense.” It may be worth while, for a moment, to examine one of these “minor” items—enginehouse expense—in relation to the changing character of motive-power.

On one railroad, which at one time had about 700 steam locomotives, there is an enginehouse built 39 years ago for dispatching 90 to 100 locomotives a day. Today that railroad has 251 locomotives; 60 of them are Diesel-electric, two-thirds of which are dispatched from that terminal. While the character of motive power dispatched from this enginehouse has changed from 100 per cent steam to about 30 per cent steam and 70 per cent Diesel-electric in the past seven years, the character of the physical facilities at the enginehouse have changed hardly at all. Neither have the items of expense chargeable against dispatchments from that terminal. The coal and water facilities are still there, collecting charges against operation day after day in spite of the fact that the remaining steam locomotives require only a fraction of the coal and water formerly needed. The Diesels need almost no water and do not even have a speaking acquaintance with the now obsolete coal dock.

Many railroad men responsible for operation and maintenance, and the expense connected therewith, appear reluctant to accept the real significance of what has happened during the past few years. There was a time when labor represented 60 per cent and the material 40 per cent of the cost of locomotive repairs. Today that relationship is as high as 80 per cent labor and 20 per cent materials. In the above-mentioned enginehouse, 83.5 per cent of the expense for May, 1948, was for labor; this high labor expense is attributable primarily to obsolete facilities which were not replaced with modern facilities at the same time the obsolete motive power was replaced with modern power.

It took the Diesel-electric locomotive to focus the attention of the railroads on locomotive operating costs. Relatively minor items like enginehouse expense weren't too often worried about before the days of the Diesel. But now that, as one railroad officer remarked recently, “it costs as much per locomotive-mile for enginehouse expense as it does for repairs per Diesel-locomotive mile, it is time we started looking for the trouble.”

The trouble, on most roads, is a penny-wise, pound-foolish policy with respect to servicing and repair facilities that have been allowed to go to seed while a new and intricate type of motive power has been installed on the railroads. Those responsible for the financial management of the nation's railroads may use excellent judgment in deciding where to get the greatest return on the investment. That return cannot be fully realized, on the other

hand, if operating, mechanical and engineering people, having concentrated on their primary job of running a railroad over a period of 25 or 30 years, have overlooked or postponed possibilities of achieving economies through modernization—and thus perpetuated a lot of “rat holes” down which dollars are still pouring. Obsolete engine terminals and obsolete repair shops are only two of these financial leaks. Almost every railroad has others that are increasingly burdensome with today's high labor costs and low productivity.

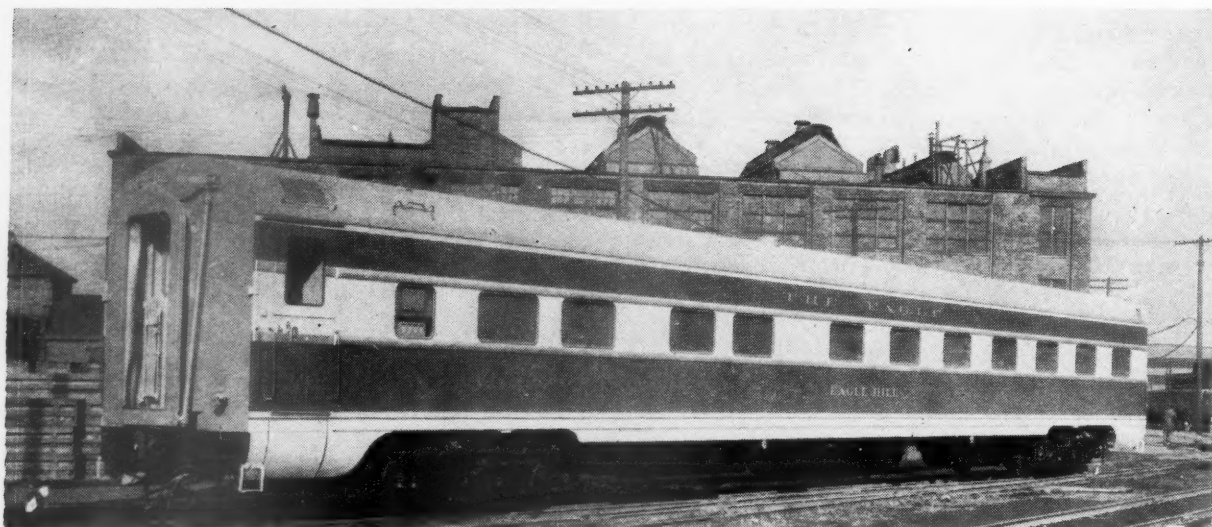
BETTER-RIDING CURVES

Millions of dollars are being spent by the railroads for curve reduction and elimination in the interest of improved passenger train service, but there is another essential to higher speeds and greater passenger comfort on curves—regardless of the degree of curvature—which is not always receiving the attention it warrants. This is the taking of steps to insure maximum uniformity of alinement throughout each curve.

The maintenance of a high degree of refinement in curves presents a constant problem because every train tends to straighten out the curves it traverses, with resultant sharp and flat spots. Fortunately, however, there is an effective and economical means for checking curves as to uniformity, and for establishing their true alinement.

For those who use this means there is not only economy in its application, which permits relatively frequent checking, but economy also by thus allowing periodic touching-up by the track forces to maintain uniformity, rather than requiring less frequent heavier operations. Reference is made to “string lining,” a relatively simple procedure involving the use of only a piece of substantial string and a few simple tools, described in a series of articles appearing currently in *Railway Engineering and Maintenance*. This method, used extensively by many roads, is, on the other hand, little used, and even shunned, by others. Why?

This is not the place to discuss the relative merits of the two principal methods of curve lining — string lining and engineer's transit lining — but in view of the importance of curvature refinement on so much track today, regardless of the degree of curvature, it is not amiss to point out that the proponents of string lining claim that this method is much cheaper and quicker than transit lining, is equally as accurate, is more flexible, requires fewer men and no elaborate equipment, permits curves to be relined, as desired, at small expense of time and labor, and lowers overall curve maintenance costs. Such claims cannot be dismissed lightly by those who continue to use the transit method.

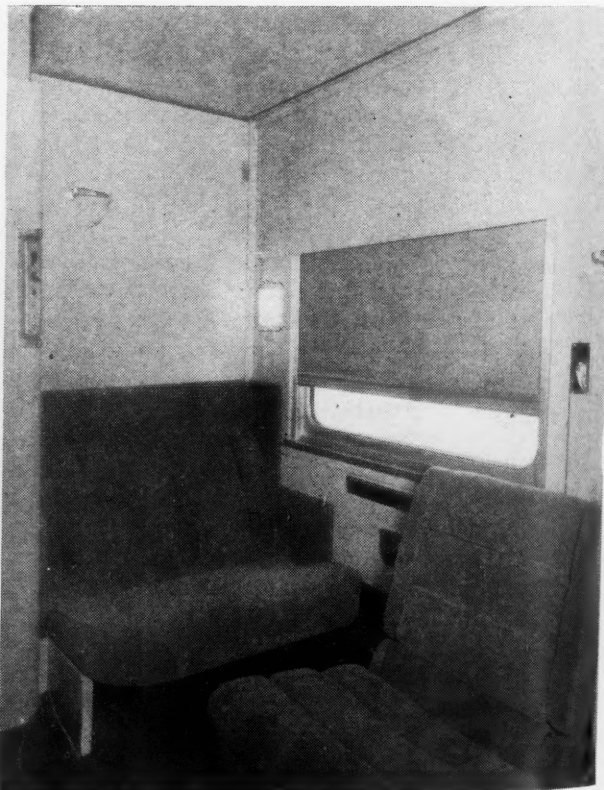
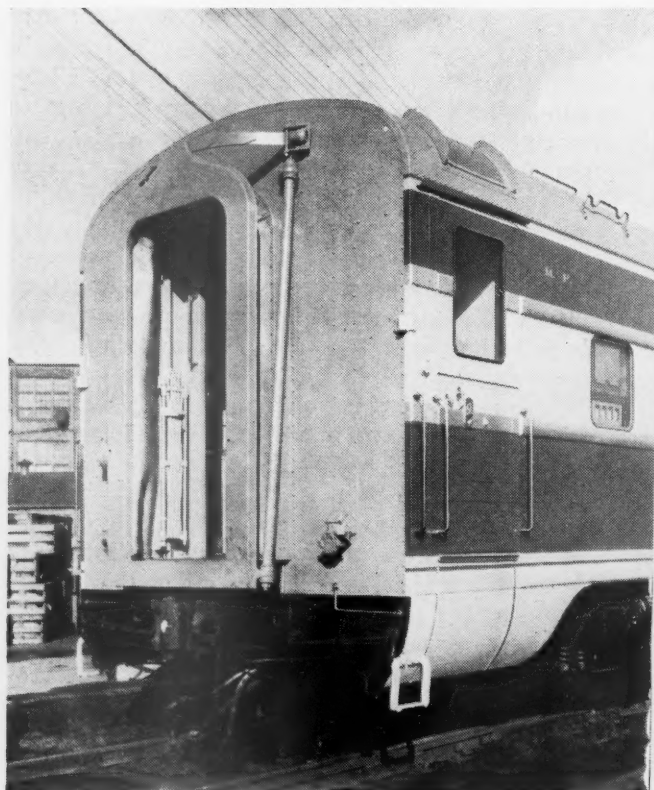


One of the M. P.-T. P. sleepers built by Pullman-Standard

NEW SLEEPERS FOR M.P.-T.P. "EAGLES"

Forty-seven cars, built by Pullman-Standard, include three types of roomette, room and lounge combinations

Left—Details of the vestibule end. Right—A compartment arranged for day-time occupancy



The passenger-car improvement program on the Missouri Pacific and Texas Pacific, which involved the acquisition of 134 lightweight cars at a cost of over \$14,000,000 since V-J Day (as described in *Railway Age* of August 14), includes a substantial number of modern sleeping cars for the new "Eagle" trains operated by these two railroads. A total of 47 sleepers built by the Pullman-Standard Car Manufacturing Company are being placed in operation to raise the standard of their sleeping car service.

Aluminum-Alloy Superstructures

The new sleeping cars have superstructures of Pullman-Standard riveted girder-type construction in aluminum alloy with plain sides. Underframes are made of low-alloy high-strength steel. Trucks are Commonwealth cast-steel, four-wheel, single-equalizer, all-coil-spring type, with Timken roller bearings, Hou-daille vertical shock absorbers, bolster anchors, bolster stabilizers and truck-mounted air-brake cylinders.

In general mechanical respects, the new cars are built to established specifications of the Association of American Railroads. They consist of three types, including roomette-bedroom, bedroom-lounge and roomette-bedroom-drawing-room combinations, weighing 134,800 lb., 125,600 lb. and 134,900 lb., respectively. The truck weights per car set are 40,600 lb., 38,750 lb. and 40,500 lb., respectively. It is estimated that there is a saving of about 5,500 lb. weight per car due

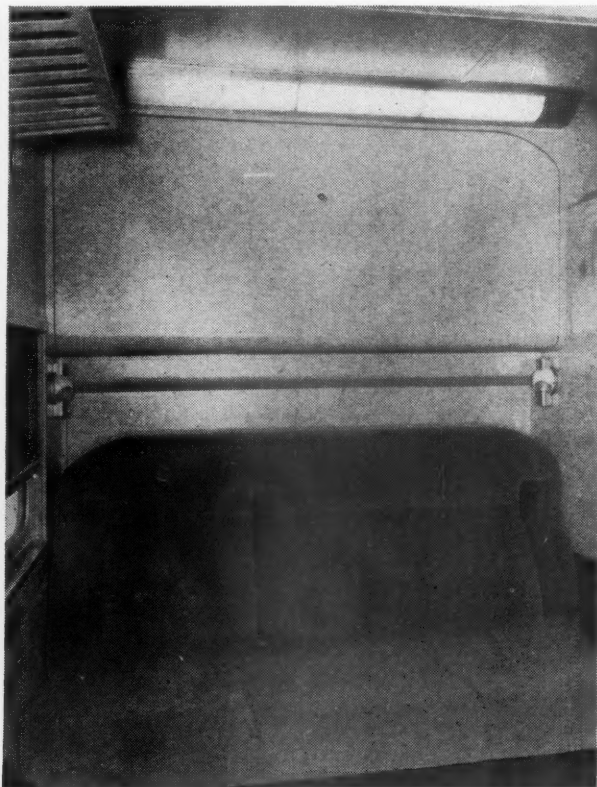
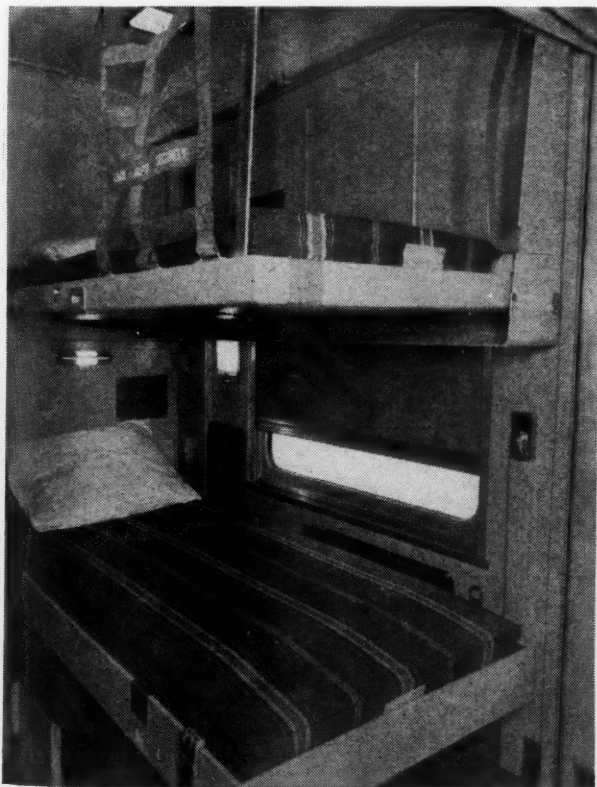
to the use of aluminum in the superstructures. Major specialties used in the construction of the cars are shown in an accompanying table.

Decorative Treatment

Thirty-eight of the cars have 14 roomettes and four bedrooms each. Of these cars, 22 belong to the Missouri Pacific and 16 to the Texas & Pacific, but all are in the "Texas Eagle" pool. Outwardly, all cars present a uniform appearance, but interior decoration has been changed with various groups. Fourteen cars have rust-colored carpeting in bedrooms, roomettes and passageways, and red rubber floor tile in bedroom annexes (toilets) and porter's sections. Roomettes have yellow ceilings and medium gray walls; bedrooms have tan ceilings and blue walls. Seat covering is gray super-needlepoint in the roomettes, the sofas and chairs in the bedrooms being done in blue. Roomette entrance-door curtains and window shades are rust color.

Another group of 11 cars with the same room arrangements have complementary blues for ceilings and walls in the roomettes, and two tones of tan in the bedrooms. Seat coverings in the roomettes are blue, while bedroom sofas are rust. Rust carpeting contrasts with blue floor tile.

Eight other "14-4" sleepers have tan ceilings and medium green walls in the roomettes and blue ceilings and tan walls in the bedrooms. Blue window shades are used in the bedrooms and tan shades in



Left—Longitudinal berths in lowered position. Right—A cross bedroom arranged for daytime occupancy

Partial List of Materials and Equipment on the "Eagle" Sleeping Cars

Truck frames; combined center, end, and draft sill	General Steel Castings Corp., Eddystone, Pa.
Truck insulating pads	Fabreeka Products Co., Boston, Mass.
Wheels and axles	Carnegie-Illinois Steel Co., Pittsburgh, Pa.
Side bearings	American Steel Foundries, Chicago
Roller bearings and boxes	Timken Roller Bearing Co., Canton, Ohio
Shock absorbers	Houdaille-Hershey Corp., Buffalo, N.Y.
Tightlock couplers and yokes	National Malleable & Steel Castings Co., Cleveland, Ohio
Upper buffer mechanism	Standard Railway Equipment Co., Chicago
Air brakes	Westinghouse Air Brake Co., Wilmerding, Pa.
Hand brakes	W. H. Miner, Inc., Chicago
Simplex unit-cylinder truck brakes	American Steel Foundries, Chicago
Brake shoes	American Brake Shoe Co., New York
Batteries	Gould Storage Battery Corp., Trenton, N. J.
Switchboard	Safety Car Heating & Lighting Co., New York
Lighting fixtures	Luminator, Inc., Chicago
Air-conditioning equipment	Trigidaire Div., General Motors Corp., Dayton, Ohio
Multi-vent air-distribution panels	Pyle-National Co., Chicago
Blower fans, 10-7/8-in.	Westinghouse Electric Corp., Sturtevant Division, Hyde Park, Boston, Mass.
Exhaust fans; motor alternator (2,000-watt)	Safety Car Heating & Lighting Co., New York
Generomotor drive	Spicer Manufacturing Corp., Toledo, Ohio
Heating equipment	Vapor Heating Corp., Chicago
Window cappings	Formica Insulation Co., Chicago
Vestibule diaphragms	Morton Manufacturing Co., Chicago
Breather type window sash; vestibule curtains; shade fixtures and rollers	Adams & Westlake Co., Elkhart, Ind.
Venetian blinds	Ajax-Consolidated Co., Chicago
Lightweight composition floor	Tuco Products Corp., New York
Stonefelt insulation	Johns-Manville Corp., New York
Plymetl partitions	Haskelite Corp., New York
Rubber floor covering	Goodyear Tire & Rubber Co., Akron, Ohio
Carpet floor covering	Beck & Blatchford, Chicago
Lounge chairs	General Fireproofing Co., Youngstown, Ohio
Writing desk	Karpen Bros., Chicago
Water cooler	General Electric Co., Schenectady, N.Y.

the roomettes. Seat coverings are brown in the roomettes and blue in the bedrooms, with brown carpeting in both, and mahogany colored floor tile in bedroom annexes.

Still another lot of five cars in this same group features light apricot ceilings with medium-tone apricot walls in the 14 roomettes, with the four bedrooms having light green ceilings and medium yellow walls. Green window shades and green seat covering appear in the roomettes, but rust colored shades and rust seat coverings are used in the bedrooms. Floor covering is green carpeting and green floor tile.

Three cars are combination bedroom and soda-fountain lounge cars, one belonging to the Missouri Pacific and two to the Texas & Pacific. Each car contains five bedrooms, a soda fountain adjoining bedroom E near the center of the car, and a lounge seating 26 passengers at the non-vestibule end. At the entrance end is the general toilet and washroom and the porter's section. Bedrooms in these cars have light blue ceilings and medium tan walls. Window shades are light blue; seat coverings darker blue. Two-tone blue carpets cover the floors, and red floor tile is used in the annexes to the rooms.

In the lounge section the ceiling is light yellow; the wainscot and frieze are light blue with the pier panels a shade darker. Venetian blinds are blue with gold tapes and the window draperies also are blue.

Settees and chairs in the lounge are done in red, gold and blue fabrics. There is also a writing desk with straight chair, and two magazine tables of ghost-figured veneer, together with table lamps and smoking stands. The soda fountain is a standard dispensing unit complete with several syrup pumps. At the end of the car in the lounge section are large illuminated transparencies mounted on both sides of the door.

Six more sleepers offer still other arrangements of interior accommodations. Each of these has 14 roomettes, 2 bedrooms and 1 drawing room. The roomettes face each other across the aisle at the forward end of the car, seven on each side; the drawing room and bedroom adjoin along the right side of the car with a passageway on the left of the car, the porter's section and a small general washroom taking up the remaining space at the vestibule end. Interior decoration consists of light yellow ceilings and medium gray walls in the roomettes, with light gray ceilings and medium gray walls in the drawing room and bedrooms. Window shades in the roomettes are in rust, with seat coverings in gray. In the drawing room draperies are blue, but in both it and the bedrooms window shades are rust and seat coverings blue. Two-tone rust carpet is used throughout, with contrasting red rubber floor tile in the annexes, porter's section and at the end doors. Five cars in this group are for the M. P. and one for the T. & P.



Garbed in the dress of 1833, when the Osgood Bradley plant of Pullman-Standard Car Manufacturing Company made its first coach for the Boston & Providence, two models are assisted from an ancient surrey by Champ Carry, Pullman-Standard president. Behind them is the latest parlor-lounge car delivered by Pullman-Standard to the New York, New Haven & Hartford on "New Haven Day," marking 115 years of business relationship between the New Haven and New England suppliers

HOWARD S. PALMER RETIRES AS PRESIDENT OF THE NEW HAVEN

NEW HAVEN BOARD OF DIRECTORS' TRIBUTE ON ANNOUNCING THE RETIREMENT OF HOWARD S. PALMER

The board of directors announces with keen regret the retirement of Howard S. Palmer, president, on August 12, 1948, after nearly half a century of untiring industry and unselfish devotion to his railroad work, of which over 41 years were with this company, the last 14 as its chief executive officer.

Through the long years of bankruptcy of the company, as president and trustee he encountered all the problems of reorganization and those incident to depression, war and postwar reconstruction and met them with marked ability.

He leaves a property sound physically and financially, with reduced debt, increased earnings, and equipment acquired with rare foresight that now enables the company to render the most efficient transportation service in its history.

Mr. Palmer carries with him the affectionate regard and good wishes of his associates on the board, and of his fellow officers and employees.



Howard S. Palmer

Howard S. Palmer's resignation as president and chairman of the executive committee of the New York, New Haven & Hartford became effective after he presided over the annual meeting of stockholders in New Haven, Conn., on August 12. Mr. Palmer, president and chief executive officer of the New Haven since November 1, 1934, and a trustee since November 8, 1935, had been elected president and chairman of the executive committee of the reorganized road September 24, 1937.

11 New Directors

At the stockholders' meeting, the first held in 12 years, Frederic C. Dumaine, Sr., 82-year-old Boston, Mass., financier, and his associates, who exercise control of a majority of the company's preferred stock, assumed control of the railroad by virtue of those terms of the reorganization plan which provide that the preferred stockholders, as a class, are entitled, during the 5-year period following consummation of the plan, to elect two-thirds of the directors. Eleven directors were elected by this group at the August 12 meeting. Mr. Dumaine was elected chairman and temporary president. The new board will meet in Boston on August 31 to elect a permanent president. It has been reported the choice of the directors will be Laurence F. Whittemore, president of the Boston Federal Reserve Bank and former assistant to the president of the Boston & Maine, although Mr. Dumaine has refused to confirm this.

Directors representing the preferred stockholders on the new board are Mr. Dumaine; Charles P. Boyce, senior partner of Stein Brothers & Boyce, Baltimore, Md.; William B. Snow, Jr., president of the Suffolk Savings Bank for Seamen and Others, Boston; Edward F. Williams, resident manager of Assabet Mills,

American Woolen Company, Maynard, Mass.; Charles Francis Adams, chairman of the State Street Trust Company, Boston; Frederick S. Blackwell, Jr., president and treasurer of the Taft-Pierce Manufacturing Company, Woonsocket, R. I.; Harvey D. Gibson, president of the Manufacturers Trust Company, New York; John A. Hartford, president of the Great Atlantic & Pacific Tea Co., New York; Milton P. Higgins, president of the Norton Company, Worcester, Mass.; Russell Makepeace, president of the A. D. Makepeace Company, Wareham, Mass.; and Rupert C. Thompson, Jr., president of the Providence (R.I.) National Bank.

Common Stock Representatives

Directors elected by the common stockholders were Charles U. Bay, United States ambassador to Norway and president of the Connecticut Railway & Lighting Co., New York; Morgan C. Brainard, president of the Aetna Life Insurance Company, Hartford, Conn.; Allerton F. Brooks, president of the Southern New England Telephone Company, New Haven; John L. Hall of Choate, Hall & Stewart, Boston; and Hermon J. Wells, vice-president and general counsel of the New Haven. Messrs. Adams, Brainard, Brooks, Hall and Hartford were members of the previous board.

Mr. Palmer was born in East Sumner, Me., on January 13, 1885, and educated in the public schools there. His railroad career began before 1901 during summer vacations when he worked as a telegraph operator and relief agent for the Portland & Rumford Falls, now the Maine Central. From 1901 until 1907 he held various positions in the road's passenger and freight accounting departments at Portland, Me. In the latter year he joined the New Haven and, until 1915, he worked successively as clerk in the freight accounting department, assistant traveling auditor, express accountant and statistical accountant. During the next three years he was auditor of disbursements. Mr. Palmer was federal auditor for the New Haven from 1918 until 1920, when he was appointed comptroller. He was elected vice-president in charge of finance and accounting in 1929, holding that position until his election to the presidency. The latest of many honors received by Mr. Palmer during his long business career was an honorary degree of doctor of science in

business administration conferred on August 6 by Bryant College, at the school's 85th annual commencement exercises in Providence.

The New Haven's trusteeship, which had begun on October 23, 1935, when the company filed a petition for reorganization under section 77 of the National Bankruptcy Act, was terminated on September 11, 1947, the federal court having confirmed the plan of reorganization. One of the most important results of the reorganization was a reduction in the capital structure of the company from \$489,023,308 to \$384,790,963. The new capitalization reduced fixed charges to a level which takes into consideration the road's former and prospective earning power.

Other results of the reorganization included the writing off of \$40,451,000 in carrier property investment in various branch lines which had been operated at a loss. The company acquired certain subsidiary and leased lines, including the Old Colony, the Hartford & Connecticut Western and the Providence, Warren & Bristol. It also was provided in the plan that passenger service on the lines of the Old Colony may be discontinued under prescribed conditions. Because deficits on Old Colony passenger operations exceeded these conditions, the New Haven last winter served notice it would discontinue the service, except for

certain summer trains, on October 1. However, at the request of Governor Bradford of Massachusetts, the New Haven has agreed to continue the Old Colony passenger service until next March. Mr. Dumaine has indicated that the status of the Old Colony will come before the new board for serious consideration at an early date.

During the reorganization period the trustees inaugurated and carried on an extensive modernization program. At a cost of \$121,242,000, new equipment was purchased and improvements were made in order to provide better and more efficient transportation. Since the end of the war, the New Haven, one of the largest owners of Diesel-electric equipment in the country, has placed orders for new equipment amounting to approximately \$41,000,000, of which \$10,000,000 is for Diesel power. The new equipment includes 103 coaches, 50 parlor cars, 27 sleeping cars and 2 observation cars. Motive power ordered since 1945 consists of 15 three-unit 4,500-hp. Diesel locomotives (the delivery of which permitted the complete Dieselization of the Maybrook freight route), and 35 Diesel switchers. In addition, 36 other Diesel locomotives for main-line and switching service have been purchased. Included in the postwar freight-train purchases were 2,500 box cars and 75 cabooses.

SEES \$1.2 BILLION NET IN "CONSTRUCTIVE NORMAL YEAR"

I.C.C. bureau makes estimate in latest "Monthly Comment," which then goes on to show that increasing prices of fuel and materials have already indicated drop to \$1,119 million

Figures presented by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics in the latest issue of its "Monthly Comment" indicate that the additional one per cent freight rate increase, authorized by the commission in its final Ex Parte 166 report of July 27, should bring the total operating revenues of the Class I railroads up to \$10,052 million in a "constructive normal year," when the resultant net railway operating income would be \$1,217 million, a return of 5.9 per cent of the "rate-base" value of \$20,622.7 million used by the commission in its report. In at least one important respect, however, the structure of the "constructive normal year" has already been undermined.

Prices Didn't Stay Put

That structure, built in the commission's report, involves several assumptions, including one contemplating the continuance of the November 1, 1947, level of fuel and material prices. The Association of American Railroads index shows that those prices in June were 7.3 per cent above the November 1, 1947,

level, the bureau notes. It proceeds to calculate that this would increase operating expenses by \$157.4 million, and thus reduce the net railway operating income of the "constructive normal year" to \$1,119.4 million, a return of 5.43 per cent.

After applying this discount, the bureau goes on to observe that "much of the railway investment is represented by bonds and other obligations, the rates of interest on which are generally much below the rate of return . . . which is estimated for a constructive year." It adds: "It follows, therefore, that the rate of return on that portion of the rate base valuation represented by shares of capital stock will be correspondingly increased above this estimated rate of 5.9 per cent on total valuation." The \$20,622.7 million valuation used by the commission is nearly \$2 billion less than the January 1, 1947, investment, less depreciation, (\$22,549 million) used by the railroads in the case.

Other assumptions in the "constructive normal year" figures are that the freight traffic would be 647.3 billion revenue ton-miles, slightly under the 1947 business; and that the "present going wage level"

will continue. They also take into account the estimated saving in payroll taxes under the recent amendments to the Railroad Unemployment Insurance Act; and presuppose that intrastate freight rates will be increased to bring them into line with the interstate adjustment. The figures, as broken down by territories, show estimated net railway operating incomes and rates of return in the "constructive normal year" as follows: Eastern district, \$455.6 million, 5.39 per cent; Pocahontas region, \$111.9 million, 10.47 per cent; Southern region, \$145.1 million, 5.15 per cent; Western district, \$504.4 million, 6.09 per cent.

The commission's final Ex Parte 166 report was reviewed in the *Railway Age* of August 7, page 25. The increases it authorized became effective August 21; and the bureau estimates that they brought up to 44.2 per cent the over-all increase in freight rates authorized since June 30, 1946 (just prior to the first increases under Ex Parte 162). That over-all increase is found to have been distributed territorially as follows: Eastern district, 47.1 per cent; Pocahontas region, 39 per cent; Southern region, 44.3 per cent; Western district, 41.4 per cent.

Prices Outrunning Freight Rates

Meanwhile, another article in the "Comment" presents figures indicating that increases in commodity prices have been outrunning freight rate increases. That article is a preview of a forthcoming bureau study which will show the relation between freight revenue of Class I roads and the destination wholesale value of the commodities transported by them, by commodity classes, for 1946 and the last six months of that year.

For the entire year 1946, the total destination value of freight transported is estimated at \$111,855,388,000. The freight revenue amounted to \$6,111,820,000, or 5.46 per cent of the value of the commodities. For the last six months of 1946, the percentage is 5.36, the commodity values totaling \$62,347,568,000 and the freight revenue \$3,341,724,000. These percentages are lower than any of those shown for selected previous years in a tabulation extending back to 1928. The 1928 figure was 7.9 per cent; 1933's was 10.66 per cent; and 1941's was 7.26 per cent. The estimated percentages by commodity groups are shown in the accompanying table.

Percentage Relation of Freight Revenue to Commodity Value

Year	Total	Products of Animals		Products of		Products of		Manf. and Misc.	L.C.L.
		Agric.	Products	Mines	Forests	Misc.			
1928	7.90	10.01	2.93	26.74	12.96	5.42		6.94	
1930	6.67	11.53	3.46	33.16	18.26	4.02		4.13	
1933	10.66	13.67	6.99	35.95	21.12	6.30		9.19	
1936	8.47	9.57	4.10	30.44	15.38	5.51		8.46	
1939	8.43	12.24	4.59	28.29	13.78	5.30		8.33	
1941	7.26	10.25	3.71	29.12	12.65	4.66		7.27	
1946									
Year	5.46	5.58	2.68	23.13	12.80	3.88		5.46	
July-Dec.	5.36	5.16	2.45	22.76	12.66	3.79		5.39	

"These data," the bureau says, "are not intended to indicate whether freight rates are too high or too low. Freight rates are not necessarily proportionate to the value of commodities, although it is generally true that freight rates are higher for more valuable finished

products than for the lower valued raw materials. Nor should these ratios of freight revenue to the value of commodities be taken as an indicator of the reasonableness of the rates."

Figures presented in another article compare the depreciation charges with the fixed charges of Class I roads for the years 1930, 1940, 1947 and the first five months of 1948. The bureau suggests that this comparison is "of interest" because the depreciation charges of any year may not represent an actual cash outlay in that year. For the Class I roads as a whole, the depreciation charges amounted to 32.9 per cent of fixed charges in 1930, as compared with 81.1 per cent in 1947 and 87.7 per cent in the first five months of 1948. The total of 1947 depreciation charges was \$352.9 million, an increase of \$128.2 million, or 57.1 per cent above 1930. Fixed charges, meanwhile, declined 36.3 per cent, or \$248 million—from \$683.1 million in 1930 to \$435.1 million in 1947.

1948 Freight Operating Averages

The bureau's analysis of operating averages relating to freight-train service during the first five months of this year calls attention to the fact that freight traffic density, as measured by net ton-miles per mile of road per day, was 4.6 per cent below that of the comparable 1947 period. This decline is attributed "largely" to severe weather conditions in the early months of 1948 and to the suspension of coal mining during the March-April period. These conditions are also found to have had an adverse effect on performance as measured by net ton-miles per freight car day—920 in the 1948 period as compared with 973 in the first five months of 1947.

Meanwhile, such averages as cars per train, net tons and gross tons per train, and gross ton-miles per train-hour were all higher in the 1948 period than in 1947. The average load per car and the average freight-train speed were the same in both periods—32.4 tons, and 16 m.p.h., respectively. The condition of freight-service equipment did not change greatly, the percentage of freight locomotives unserviceable having averaged 16.1 in the first five months of this year as compared with 16.6 in the same 1947 period. The percentage of freight cars unserviceable rose from the 1947 period's 3.8 to 4.3 in the 1948 period.

Bringing up to date its data on overtime payments to railroad employees, the bureau shows that such payments in the first five months of 1948 amounted to \$155,725,481, or 8.19 per cent of the total wages paid. The comparable figures for the first five months of 1947 are \$143,625,322 and 8.34 per cent, respectively.

During the nine-year period ended with 1947, this percentage of overtime payments to total compensation ranged from 1939's 3.44 per cent to a 1945 peak of 13.3 per cent. For the full year 1947, it was 8.13 per cent.

"GROOMING THE STREAMLINERS"—The Atlas Film Corporation has prepared for the Whiting Corporation, Harvey, Ill., a one-reel sound motion picture, "Grooming the Streamliners," which explains and shows the operation of Whiting washers in the cleaning of passenger-train equipment on various railroads.



Railroad and supply executives honored Samuel O. Dunn at Island View restaurant at the Railroad Fair in Chicago on August 16

"SAM DUNN DAY" AT THE RAILROAD FAIR

IN recognition of his "lifetime devotion and outstanding contributions to the welfare of the railroads and the railway supply industry," some 170 top-ranking carrier and supply company executives and other friends from all parts of the country presented a testimonial dinner to Samuel O. Dunn, editor of *Railway Age* and president and chairman of the Simmons-Boardman Publishing Corporation, on the grounds of the Railroad Fair at Chicago on Monday, August 16. To celebrate the event the day was designated by the fair's management as "Kansas-Sam Dunn Day," in view of the fact that Mr. Dunn's family

was among the first settlers of Pratt County in that state, having migrated 700 mi. in a covered wagon from Iowa. The dinner was preceded by a reception at the Chicago Club and was followed by a special ride for the party on the Deadwood Central narrow-gage road and a view of the pageant "Wheels-A-Rolling" from the reserved seat section.

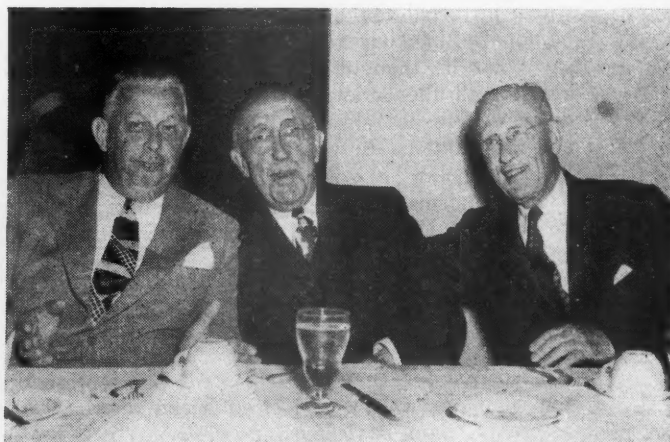
Testimonial talks at the dinner were both short and informal. Ralph Budd, president of the Chicago, Burlington & Quincy and chairman of the committee, in charge of the celebration, referred to a large number of telegrams from those friends unable to be present as

COMMITTEE ON ARRANGEMENTS FOR "SAM DUNN DAY"

Chairman, Ralph Budd, president, Burlington Lines
John W. Barriger, president, Chicago, Indianapolis & Louisville
C. H. Buford, president, Chicago, Milwaukee, St. Paul & Pacific
Champ Carry, president, Pullman-Standard Car Manufacturing Company
John Dixon, president, Lima-Hamilton Corporation
T. H. Drever, president, American Steel Foundries
J. D. Farrington, president, Chicago, Rock Island & Pacific
Arthur A. Frank, chairman, Standard Railway Equipment Manufacturing Company
Fred G. Gurley, president, Atchison, Topeka & Santa Fe
W. A. Johnston, president, Illinois Central
G. Metzman, president, New York Central

R. B. McColl, president, American Locomotive Company
C. H. Pomeroy, president, National Malleable & Steel Castings Co.
Fred A. Poor, chairman, Poor & Co.
J. H. Rodger, chairman, Oxweld Railroad Service Company
Holcombe Parkes, Vice-president, National Association of Manufacturers
J. H. Symes, vice-president, Pennsylvania
R. B. White, president, Baltimore & Ohio
William White, president, Delaware, Lackawanna & Western
A. N. Williams, president, Westinghouse Air Brake Company
R. L. Williams, president, Chicago & North Western
R. E. Woodruff, president, Erie

(Left to right) A. N. Williams, president, Westinghouse Air Brake Company; C. H. Pomeroy, president, National Malleable & Steel Castings Company; A. A. Frank, chairman, Standard Railway Equipment Manufacturing Company

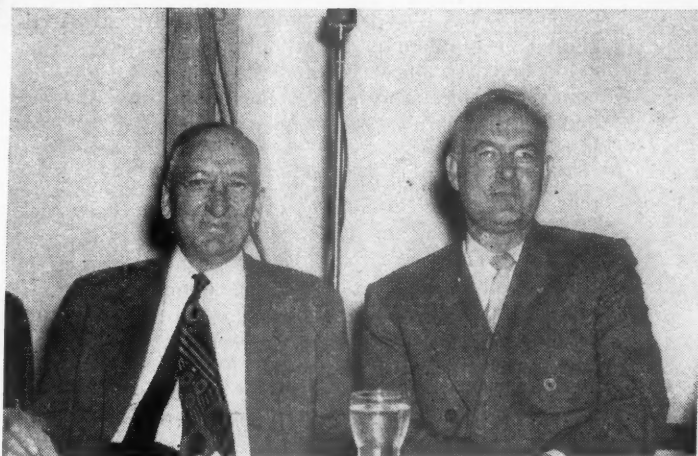


(Left to right) W. A. Johnston, president, Illinois Central; Fred A. Poor, chairman, Poor & Co.; S. O. Dunn

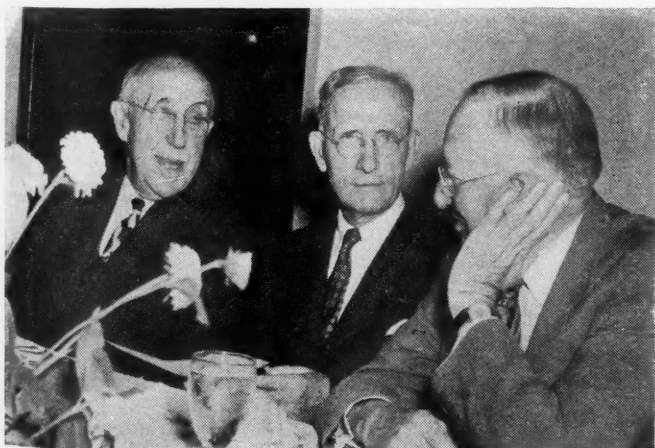
expressing the admiration of the industry for Mr. Dunn. Synthesizing their theme, he said, was the message from Judge R. V. Fletcher, special counsel of the Association of American Railroads, who wired: "I know of no one who has made a more significant contribution to the railroad industry than Sam Dunn."

"Courage to Criticize"

Mr. Budd said he himself appreciated Mr. Dunn because of his sympathetic interest in the railroads' welfare; for his "gift of expression" which carried the facts to a wide audience; and for his high accuracy



(Left to right) Ralph Budd, president, Burlington Lines, and chairman of the committee on arrangements; W. T. Faricy, president of the Association of American Railroads



(Left to right) Fred A. Poor, chairman, Poor & Co.; Mr. Dunn; Ralph Budd, president, Burlington Lines, and chairman of the committee



(Left to right) J. W. Barriger, president, Chicago, Indianapolis & Louisville; Champ Carry, president, Pullman-Standard Car Manufacturing Company; J. H. Rodger, chairman, Oxweld Railroad Service Company

which attracted confidence. But most of all, he said, he admired his courage. Mr. Dunn did not hesitate to say what he thought needed saying when he didn't agree with the actions of the carriers or other industries. He has always attacked "special privilege" and especially manifestations of the desire to follow the "slippery policy" of government aid and discrimination.

The chairman added that that evening, for once, he had Mr. Dunn in a situation where "he can't talk back."

"Played No Favorites"

Fred A. Poor, chairman of Poor & Co., representing the suppliers, a long and close friend of Mr. Dunn, asserted, "Sam has played no favorites". When he thought that the supply companies were not doing right by *their* customers, "he hasn't hesitated to go after them—big customers or not." In his opinion, the "Railway Age will always be Sam Dunn."

Recalling that he himself was one of "the legion of boys who came to Sam and learned from him," Holcombe Parkes, vice-president of the National Association of Manufacturers, recounted early days as an associate editor on Mr. Dunn's staff. "He drove every man who came into his shop, but he was one of those drivers who is always one step ahead of those with him."

W. T. Faricy, president of the A.A.R., pointed out that Mr. Dunn's "seniority" in railroading dates back to the beginning of 1907 when he was a railroad reporter. The year preceding had been the biggest in traffic volume in history and the country had experienced a severe car shortage. The air was "full of gloomy predictions about government ownership." Yet the *Railway Age* editor had lived to see the rail-

roads go through prosperity and depression and carry, in World War II, three times the traffic they had borne in 1906.

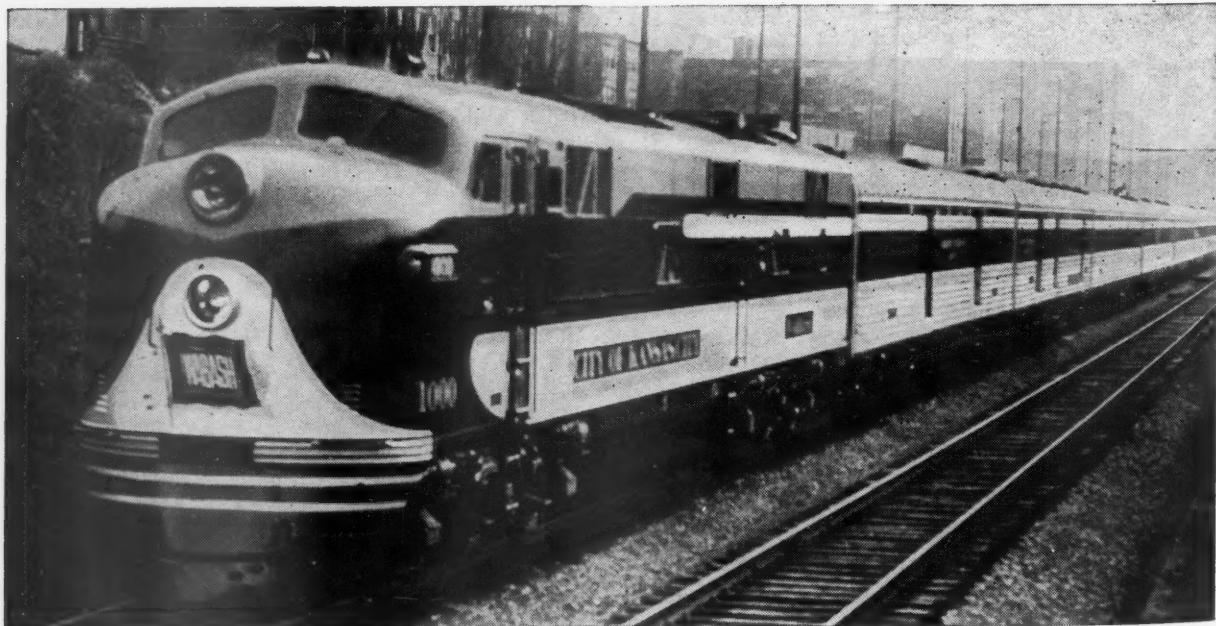
"Fought Battles of the Railroads"

"Sam has fought the battles of the railroads and the railway supply industry. We hope he'll be around for a long time to give us his advice, his admonitions and—when it is necessary—his criticism."

These things said, Mr. Budd presented to the honored guest of the evening a large silver platter—"lasting, useful and symbolic of your sterling qualities." Inscribed on the handsome piece was the legend: "Sam Dunn Day, Chicago Railroad Fair, August 16, 1948. Presented to Samuel O. Dunn, as a token of affectionate regard and recognition of lifetime devotion and outstanding contributions to the welfare of the railroads and the railway supply industry."

H. M. Sims, director of public relations, Western Association of Railway Executives, and his staff were thanked by Mr. Budd and Mr. Poor for handling the details of the celebration.

BUILDING OF CANADIAN PACIFIC TO BE FILMED—The construction of the Canadian Pacific through the Canadian Rockies will be filmed in a full-length feature commercial motion picture production to be titled "Canadian Pacific." Randolph Scott will lead a group of Hollywood actors to the Banff-Lake Louise area in August for filming of outdoor sequences. New track will be built in the mountains and on the Alberta prairie to simulate early construction scenes. The picture will be released through Twentieth-Century Fox.



The Wabash's "City of Kansas City" leaving St. Louis



Samuel O. Dunn

S. O. DUNN'S FIRST 71 YEARS

A look at his professional endeavors shows why the field he has served thinks well of him

By JAMES G. LYNE
Co-Editor, RAILWAY AGE

THE honor accorded last Monday and reported elsewhere in these pages to Samuel O. Dunn, editor of this paper, and president and chairman of the company which publishes it, was an event sufficiently unusual in the annals both of the railroads and of industrial journalism to call for some narration of the extraordinary career which has brought such distinction to its subject. The position this man has attained did not just happen—and some hints, at least, of the causes may be found in the outline of his biography.

A Pioneer's Beginning

Sam Dunn's experience with transportation started, not with railroads, but with covered wagons. He had traveled more than 2,000 miles in them before he was seven years old—riding, in his last trip, for much of the time in the feed box at the rear where he could safely look upon the ruts and prairie over which the wagon rolled. Born in Bloomfield, Iowa, on March 8, 1877, Sam Dunn moved with his family from that point to Pratt county, Kansas, between the ages of 3½ and 5 months. At the age of three he was taken back to Iowa in a covered wagon, and, when he was six, jounced back again to Kansas in the same way. He lived his early life in dugouts and sod houses, as did others of his generation on the prairie, because they were situated beyond the railroads and sod was the only building material locally available.

Young Sam learned to set type at the age of 12 at Liberal, Kansas, where his father was town marshal and, later, sheriff of Seward county. When Sam was 14 his father was shot and killed by a mob in the course of a "county seat war." This thrust upon the boy the necessity of earning his living and furnishing partial support for his mother and the other children. As a result, he received only seven years of formal schooling—and that repeatedly interrupted—and, until he was 18 years old, spent most of his time setting type on

country newspapers in western Kansas and northwestern Missouri. At an age when youths more favored by fortune are starting college, this young man set up in the publishing business, leasing a printing plant at Quitman, Mo., for \$25 a month, and issuing a weekly newspaper, the entire "force" consisting of himself and a \$3-a-week boy who helped him get the paper out on an old hand press. At the age of 19 Sam became associate editor of the Maryville (Mo.) Tribune and soon began writing editorials on the "silver question," which he had studied deeply and which was the paramount issue of the political campaign of 1896. This experience introduced him into a life-long interest in economic subjects.

Dissatisfied with his lack of formal education, the ambitious journalist determined, in his twenty-second year, to remedy this deficiency which he did by mapping out and pursuing for seven years a systematic course of study for which he set aside three hours daily, seven days a week. The course embraced English literature, history, economics, science and law. At this time also he adopted the practice of improving his writing by selecting economic subjects and working at writing editorials and articles upon them until he was satisfied that he could do no better. Upon submitting one of these pieces to the Kansas City Journal, he was surprised and happy to have it accepted at once and printed. The following year he became a reporter on the Journal. Two years later—at 25—he became an editorial writer for that paper. Soon he began submitting editorials to the Chicago Tribune, which also were published. Two years later, on invitation of the late Joseph Medill Patterson, the young writer went to Chicago to join the Tribune as an editorial writer. On Mr. Patterson's recommendation he started to specialize in the economic aspects of transportation, since much important legislation in this field was then pending.

Joins Railway Age

Late in 1906, while hunting for some information in the library of the *Railway Age*, Mr. Dunn became acquainted with the editor and was hired as an associate editor; and he has been connected with this paper for the 42 years which have since passed. During his early years with *Railway Age*, he was a prolific writer of articles for general magazines, including *Scribners*, *Atlantic Monthly*, *North American Review* and *Review of Reviews*. In 1907 he became managing editor

of *Railway Age* and, in 1908, upon its merger with the *Railroad Gazette*, became western editor of the combined papers. After serving successively as editorial manager and editorial director, on October 1, 1911, at the age of 34, Sam Dunn became editor-in-chief of *Railway Age*, a position which he still holds.

This period was a busy one in a busy life. In 1910 the railroads began their first organized effort to improve public opinion by establishing a Bureau of Railway Economics. Mr. Dunn declined the offer of a full-time job with this organization, but he did work for it, part time, reporting to an executive sub-committee of western railroad presidents. He had, in the meantime, been studying law in his spare time, and in 1911 he completed his studies and was admitted to the bar. During the years 1910 and 1911 he wrote and delivered a series of lectures at Northwestern University, which were later combined and printed under the title, "Regulation of Railways," his first book. While all these extra-curricular activities were going on, he did his job on *Railway Age* sufficiently well to be promoted to the editorship.

In 1915 his book, "Government Ownership of Railroads," was published. A few years later he had the opportunity of seeing the warnings enunciated therein substantiated by government control of the railroads during World War I. He headed the public relations activities of the railroads' War Board during 1917 and moved his family to Washington, D. C. Because all of the members of the War Board have died subsequently, Mr. Dunn is the only man now living who knows exactly what occurred under private operation immediately before it was replaced by government operation. When the government took over, though he had no further connection with the railroads, Mr. Dunn remained in Washington during the first five months of government operation in 1918, to make it possible for *Railway Age* to report this experiment fully and completely. His editorials were widely quoted in newspapers and magazines and what he wrote played a large part in informing the public about the failures of that experiment, which was not long in being completely discredited.

Mr. Dunn has long been as well known for his speaking as for his writing. He has presented addresses and lectures at Harvard, Indiana, Illinois, Purdue, Chicago, Northwestern, Wisconsin, Minnesota, Missouri, California and other universities. His audiences have included the U. S. Chamber of Commerce, National Association of Manufacturers, Investment Bankers Association and many other business and economic organizations. He believes he has spoken to nearly every traffic club and regional shippers advisory board in the country at one time or another. He is no spellbinder or raconteur—his popularity as a speaker having its source in his mastery of the subjects on which he speaks and the clearness of his exposition.

In 1919 Mr. Dunn became president of Associated Business Papers—the first time an editor had been elected head of this organization. During his term of office, he called a meeting of the editors of the papers represented by this publishers' organization, and the result was the formation of the National Conference of Business Paper Editors, which continues to be a highly active organization, which has done a great deal

to establish close liaison between the business press and officers of the federal government.

The editor of *Railway Age* has been responsible for originating editorial campaigns which produced important and desirable changes in railroading. To mention just a few: In the summer of 1910 he became acquainted with the "safety first" movement, initiated locally by R. C. Richards, general claim agent of the Chicago & North Western. He was convinced that Richards had the solution to the railroad accident problem, which was then acute. He began at once to campaign in *Railway Age* to extend the plan to all of the railroads in the country. These efforts were extraordinarily successful, as railroad accident figures demonstrate. Mr. Richards became nationally known as the "father of railroad safety."

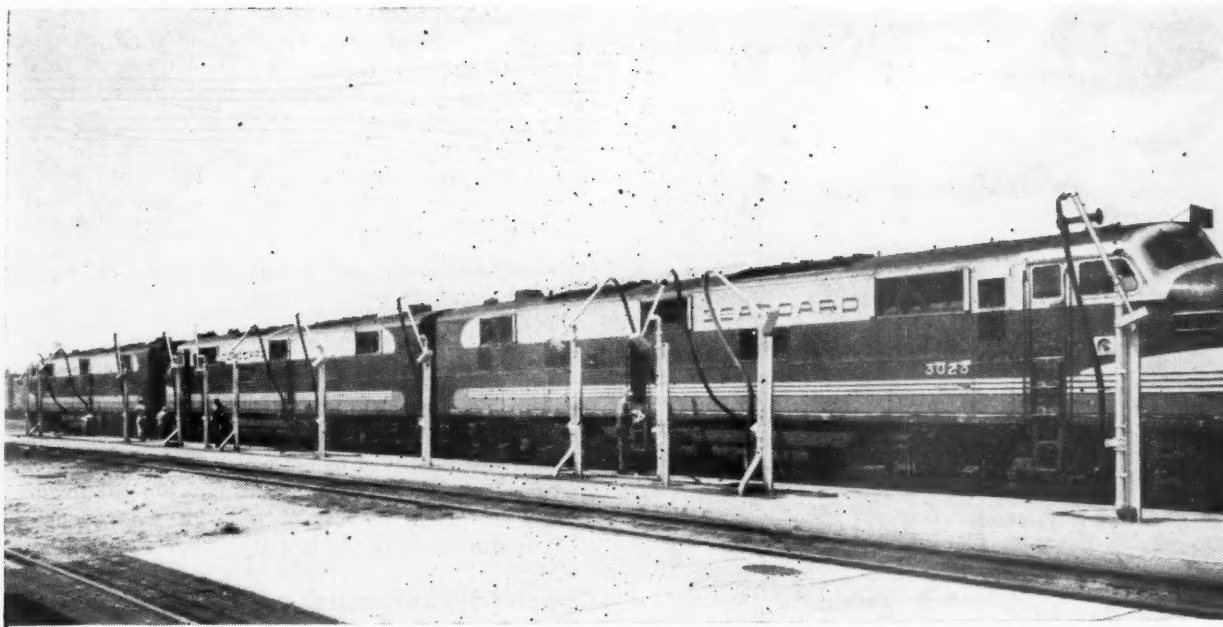
The railroads were faced with severe car shortages after World War I. In 1923 the Car Service Division of the Association of American Railroads took the initiative to effect the formation of the regional shippers advisory boards. Recognizing the great possibilities in this plan, Mr. Dunn carried through an editorial campaign which contributed much toward starting and maintaining needed cooperation between the railroads and their customers.

Business Life

In 1931, after 20 years as editor of *Railway Age* and a vice-president of the Simmons-Boardman Publishing Corporation, Mr. Dunn was elected chairman of the board and chief executive of the company. At the beginning of 1948 he became also its president.

Mr. Dunn's career evidences a unity which is not apparent on the surface. There is a great similarity between the jobs of editor of a country newspaper and that of a business paper—and both jobs differ from those of editors of big newspapers and magazines of general circulation. On this point Mr. Dunn has written: "The editor of a country newspaper knows almost all his customers and lives in daily contact with them. Virtually the same thing is true of the editor of a business paper, although his customers are scattered throughout the country and he has to travel a great deal to keep in contact with them. A well-edited country newspaper is the Bible of its readers; so is a well-edited business paper. You can't report things wrong in a country newspaper without having your customers immediately call you for it; and neither can you in a business paper."

Sam Dunn a good many years ago revealed to the present writer his prescription for a happy and successful business life. What he said was: "First, get into the kind of work you really want to do and don't be tempted into other work because somebody tells you the 'opportunities' are greater. Having got into the kind of work you want to do, make up your mind to do the best job that is in you." He took his own advice, and that is why leaders from both the railroad and supply industries have been eager to honor him. What Paderewski was to playing the piano or Edison to electricity, those of us who have seen Sam Dunn close-up for a long time believe he has been to industrial journalism. It is not as spectacular a calling in popular acclaim as movie-acting, but it helps get useful things done for America—through free institutions.



Each of the new fueling platforms at Wildwood is capable of handling a three-unit Diesel-electric locomotive, and is so located that locomotives can be fueled while station work is being done

ROADSIDE "FILLING STATION" FOR DIESELS

Seaboard Air Line's new fueling and watering facility at Wildwood, Fla., permits rapid servicing of passenger locomotives while station work is being done

As part of an extensive program of improvements to its facilities at Wildwood, Fla., carried out in the interest of better service, the Seaboard Air Line recently constructed two completely new fueling and watering stations for Diesel-electric passenger-train locomotives at this point to replace older and less efficient facilities, and thereby cut Diesel servicing time to the minimum. The new installations — one for trains moving in each direction — are each capable of serving a complete three-unit locomotive with fuel oil and with water for both engine cooling and train heating purposes. The refueling equipment in each case, which has a capacity for delivering oil to the Diesel fuel tanks at the rate of 500 gallons per minute, is so located that complete fueling and servicing of locomotives can be done while the station work is performed. The watering facilities likewise are of such capacity that a full supply of water can be delivered to locomotives within the time allowed for regular station stops.

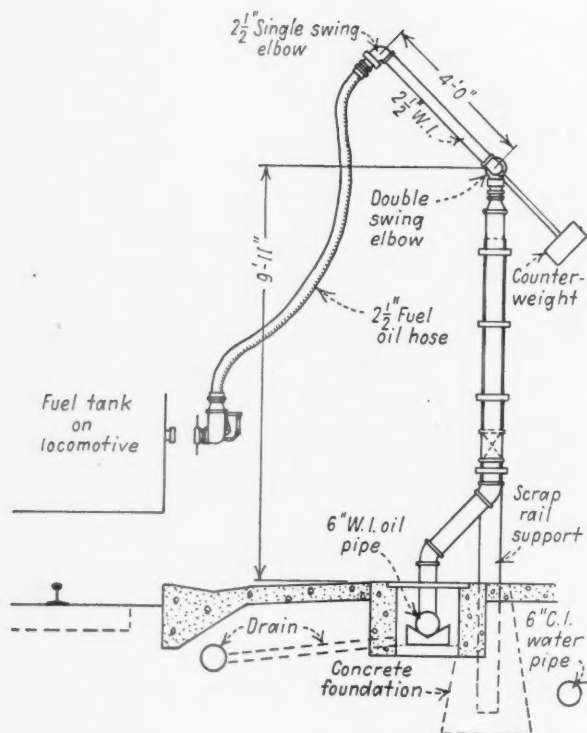
The improvements at Wildwood, in addition to the fueling and watering facilities, include a new freight and passenger station*, located 1,300 ft. north of the

old station, a general rearrangement of yard and main tracks to eliminate conflicts between passenger and freight movements, the installation of power switches to speed all operations in the terminal, and several other related changes.

Wildwood is a junction point of considerable importance to the Seaboard. The main lines to the east and west coasts of Florida diverge here, as does an important line leading eastward through Orlando to Lake Charm, 70 mi. During the winter season, seven through passenger trains arrive at Wildwood from the north and an equal number depart for the north daily. Four of the southward trains are switched at Wildwood, each being made into two sections — one for Miami and one for Tampa-St. Petersburg. Similarly, four of the northbound trains are made up at Wildwood by consolidating an equal number of trains from each of these terminals. Diesel power will be used on all of these trains during the coming winter. In addition, an average of eight road freight trains hauled by Diesel power pass through Wildwood daily.

The original Diesel fueling facilities at Wildwood included two elevated storage and delivery tanks, of approximately 15,000 gal. capacity each, so located on the west side of the tracks that one tank served north-

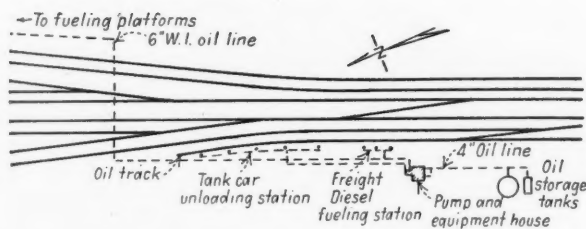
* Described in the *Railway Age* of April 24, page 51.



Details of the fuel-oil columns in the Wildwood installation

bound trains while the other served southbound trains. These tanks were filled by pumping the oil from tank cars spotted nearby. From the tanks the oil flowed by gravity through underground pipe lines to the fueling points where it was delivered to the locomotives by means of lengths of hose which, when not in use, were kept in boxes recessed in the ground. The tank for the southbound fueling point was located about 300 ft. south of the old passenger station and that for serving northbound locomotives was 300 ft. north of the station.

Later, with increased use of Diesel locomotives, these facilities were augmented by two additional storage tanks, with a combined capacity of 120,000 gal., installed about 200 ft. south of the old station, on the west side of the tracks. Underground lines were laid to connect these tanks with each of the former elevated storage and delivery tanks at the southbound and northbound fueling points.



The arrangement of the tank-car unloading station, the storage tanks and the pumphouse

In this enlarged arrangement, tank cars were spotted near the large storage tanks and were unloaded by pumping from the bottoms of the cars to the tanks with an electric-driven pump, which was used also for transferring oil to the 15,000 gal. tanks at the fueling points. The actual delivery of oil to locomotives, however, continued to be by gravity.

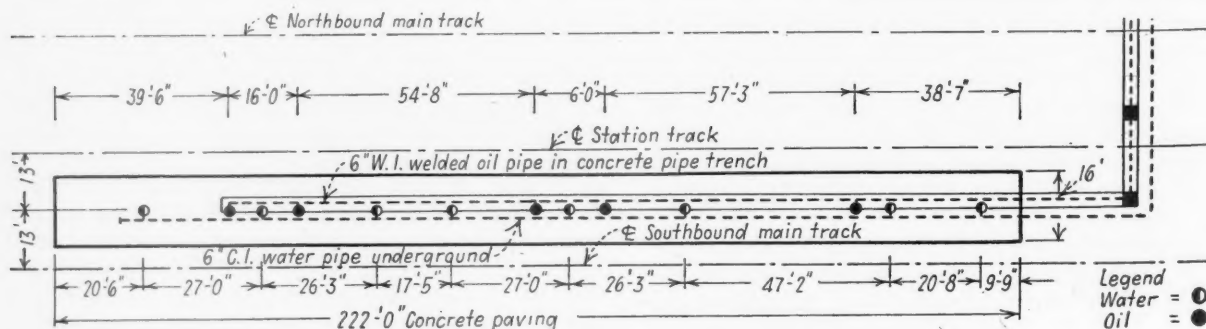
Completely Revamped

In the recent improvements only the main storage tanks were retained. The old fueling facilities with their hose lines and boxes were abandoned for improved facilities at new locations. All oil pipes in the new installation are carried overhead, except where it was necessary to cross tracks or other obstructions. In such cases they are placed in concrete trenches or carried inside larger buried pipes. Byers wrought-iron pipe was used throughout for the new oil lines.

Each of the new concrete refueling platforms is 16 ft. wide and 220 ft. long. Along the center of each platform are five fuel-oil columns, so located as to serve the various fuel tanks of locomotives. Also on the center of each platform, and for the most part alternating with the oil columns, are eight water columns for radiator and boiler water. A 5,000-gal. vertical oil tank, on a concrete foundation 18 in. above ground level, is located about 100 ft. from each refueling platform.

Delivery Rate Is 500 G.P.M.

Oil is supplied to the oil columns of each platform through a 6-in. line, being drawn from the 5,000-gal. delivery tank by a 500- g.p.m. centrifugal type Carver pump, driven by a 10-hp. electric motor, which is



Plan of one of the refueling platforms at Wildwood, showing arrangements of the oil and water columns

housed in a 7 ft. by 7-ft. concrete-block pumphouse adjacent to the tank. Each pump motor is remotely controlled from the fueling platform by push button. The pipe line from each pumphouse to the platform is carried beneath the tracks and then along the center of the platform in a concrete trench. The water columns are supplied from city water mains through a 6-in. cast-iron underground line.

The fuel-oil columns are made of 4-in. wrought-iron pipe and rise to a height of 9 ft. 11 in. above the platform. At this level the pipe is reduced to 2½ in. and a swing pipe or "boom" is formed by a 4-ft. length of 2½-in. pipe, so connected to the upright by a 2½-in. double-swing elbow that it can serve the track on each side. An 8-ft. length of 2½-in. hose is attached to the end of the boom by a single-swing elbow. At the end of each hose is a 2½-in. fuel nozzle, which may be opened and closed quickly by hand, and a quick-assembly connection for attaching the hose to the fuel tanks. In addition to the trigger valve in the nozzle, a 4-in. Nordstrom plug valve is located 4 ft. above the platform in each column. A counterweight is attached to the rear end of each swing pipe in order to keep the opposite end in the raised position when not in use. Each swing pipe is also provided with a chain and hook so it may be secured parallel with the track when not being used. The columns are supported by posts made of scrap rail set in concrete.

The water columns are similar in construction to the oil columns, except that a quick-opening gate valve is provided in the upright of each column for controlling the flow of water. These units are used for filling the tanks of the steam-heating generators on the locomotives. In addition to the 2½-in. hose for this purpose, a 1-inch hose connection is provided on six of the eight columns on each platform for filling the radiators of the Diesel engines.

Dome-Unloading Station

Oil cars are now unloaded at a five-position dome-unloading station for which a new stub-end track was provided. Transfer of oil to the storage tanks is effected by a 200-g.p.m. Granco rotary pump, housed in a 16-ft. by 16-ft. galvanized steel building nearby. A similar pump, also located in the pumphouse, transfers oil from the main storage tanks to the 5,000-gal. delivery tanks at the refueling stations. The piping and valves in the pumphouse are so arranged that each pump may be used for the task normally done by the other, whenever it is necessary to put one out of service for repairs. A Bowser replaceable-cartridge oil filter, a Bowser air release and two Bowser pipe-line strainers are also located in the pumphouse.

In moving from the unloading point to the pumphouse, the fuel oil passes through a 6-in. wrought-iron line laid in a concrete trench. From the pumphouse to the main storage tanks, the oil moves in a 4-in. line, also of wrought iron, which is carried 3 ft. above the ground on posts. In passing from the main storage tanks to the two delivery tanks, the oil first passes back to the pumphouse through this 4-in. line. It is then carried under the tracks in a 6-in. line enclosed within a 14-in. cast-iron pipe conduit. Turning to the north, the line extends above ground for 1,200 ft. to

the delivery tank for the southbound fueling platform. Here it again goes underground for 400 ft. to by-pass the passenger-station area, this time being contained in a 15-in. Thermo-tile conduit. The remainder of the line to the northbound fueling station, 1,450 ft., is above ground.

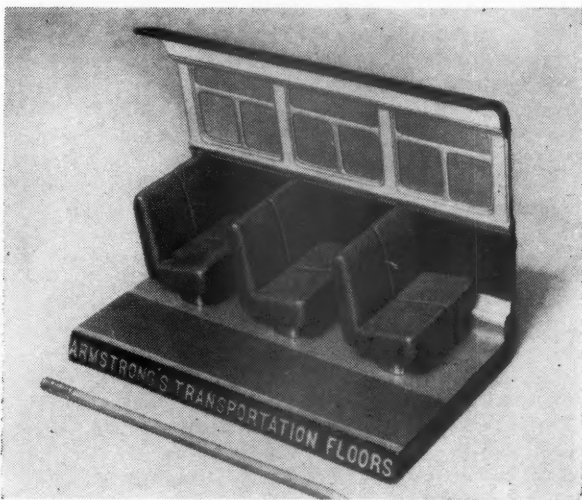
The overhead sections of the line are carried on steel-pipe brackets welded to posts made of scrap rail and set in concrete. The pipe line rests directly on rollers attached to the brackets.

By using auxiliary tanks at each fuel station, it was possible to effect large savings in the cost of pipe and still maintain a delivery rate of 500 g.p.m. at the locomotives. To have supplied 500 g.p.m. direct from the main storage tank through the long line would have required larger pipe or excessive pressure. Furthermore, this arrangement provides a 5,000 gal. reserve at each fueling point if trouble should develop between these tanks and the main storage tanks.

When a locomotive is being fueled and the liquid level drops in either of the 5,000-gal. tanks, a float switch starts the pump at the main pumphouse to transfer oil from storage and replenish the supply. Pumping continues until both tanks are again full. When one tank becomes full, a float valve prevents it from overflowing while the other is still being filled.

A refueling station for freight Diesels was also provided in the Wildwood project. It is located near the south end of Wildwood yard, adjacent to the main storage tanks. It embodies two oil columns and one water column, similar to those described for the passenger refueling stations.

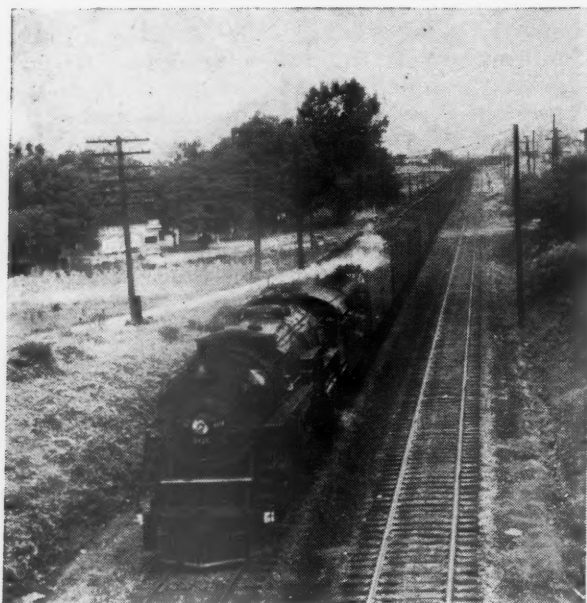
Construction of the improvements at Wildwood was carried out under the general direction of W. D. Simpson, chief engineer of the Seaboard, and W. L. Darden, engineer of buildings, with T. J. Eppes in direct charge of the work.



The Colorater, a three-dimensional scale model of a transportation unit offered by the Armstrong Cork Company for visualizing various interior color schemes. The effect of any chosen color combination can be produced by pasting to the model lithographs of selected floor coverings and color sheets of harmonizing wall and ceiling paints. Upholstery color is duplicated by painting the seats, while specially embossed lithographs simulate ribbed floor materials.

SOUTH CAROLINA PEACHES GO TO MARKET

Southern fosters fruit movement that has grown from nothing to over 7,000 cars annually in 15-year period



Extra 4828 north out of Spartanburg is a solid train of peach-laden reefers on a fast run to northern markets

On July 21, 1947, the Southern christened its passenger trains 29 and 30 between Washington and Atlanta, "The Peach Queen." Baskets of South Carolina peaches were distributed throughout the trains and the dining car menus featured various peach dishes. This step was but a single example of the road's aggressive publicity, promotional and agricultural study campaigns which, coupled with fast, reliable transportation, have resulted in building up the peach-growing industry on its lines in the northwestern corner of South Carolina from an experiment, producing only a few express shipments in the early Thirties, to a flourishing industry which shipped 5,140 carloads of peaches over the Southern alone in 1947. Total shipments from the area were 7,265 cars.

These loads are the product of over 4½ million peach trees in an area centering at Spartanburg, S.C., and extending about 30 mi. from that city along each of the four radiating lines of the Southern. The history of this remarkable growth of traffic is shown in the table. The movement has shown consistent increases in every year but 1943, when an unprecedented freeze destroyed practically the entire crop.

PEACHES SHIPPED VIA SOUTHERN FROM SPARTANBURG DISTRICT			
Year	Carloads	Year	Carloads
1932	143	1940	2,227
1933	265	1941	2,721
1934	381	1942	3,059
1935	580	1943	
1936	756	1944	2,806
1937	937	1945	5,116
1938	1,049	1946	5,528
1939	1,708	1947	5,140

Apart from the additional traffic produced by changing an area from cotton- to peach-growing and the increase in inbound traffic produced by the greater prosperity of the area, the Southern also enjoys a large inbound traffic directly concerned with the grow-



Ample facilities are provided for loading at the Southern's peach yards



Inspectors check the icing of refrigerator cars at the Southern's Hayne Yard icing station

ing of peaches. The 1947 crop required the inbound shipment of 500 carloads of peach baskets, 500 carloads of fertilizer, 25 carloads of salt, 120 carloads of spraying materials, and many carloads of agricultural machinery. The railway also handled more than 10,000 bushels of peaches shipped by express in gift boxes.

The growth of the canned peach industry in the area has also been rapid, more than 180,000 bushels annually being canned by local packing plants. This in itself produces traffic amounting to approximately 100 cars annually of cans inbound and canned fruit outbound.

Because of marketing conditions, highway trucks handle only a small percentage of the total harvest of so-called "No. 1" peaches. More than 95 per cent of cars loaded with peaches are sold and diverted en route, requiring some 16,000 telegrams in the 1947 season. Whereas the location of railway cars loaded with peaches is readily ascertained for diversion purposes, highway trucks cannot be so located. The trucks do, however, handle large quantities of "culls," which are hauled in bulk and used for a variety of purposes.

The Southern maintains a diversion bureau in the office of the assistant general freight agent at Spartanburg. A commercial agent, normally located at Miami, Fla., is brought to Spartanburg each year to head the bureau. The assistant general freight agent has supervision over the diversion bureau, having been stationed in Spartanburg since the inception of the peach movement in 1932, and is recognized as an authority not only on the subject of the actual transportation of the fruit, but also on growing and mar-



Rectangular boxes facilitate handling and shipping peaches and are fast gaining favor. This car is being loaded in the Southern's peach yard at Inman, S. C.

keting conditions as well. Before the season begins, he investigates crop conditions and prepares estimates as to how many cars will be produced.

At the start of peach-growing in the area, only the Elberta variety was grown, which meant the concentration of harvest in a two or three-week period late in July. With the assistance of the Southern, the peach growers have planted other varieties, bearing both earlier and later, with the result that the 1947 shipping season was the longest on record, beginning July 3 and ending August 30.

Harvesting of the crop requires the services of between 7,000 and 10,000 pickers each year.

In order to handle this concentrated volume of a highly perishable commodity, much advance planning is necessary. The problem of supplying empty cars is rendered less acute by the fact that, at the time the South Carolina peaches move, the Florida perishable rush is over and the bulk of the Georgia peach crop has been moved. The Southern already had a sizeable yard at Hayne, S.C., a few miles west of Spartanburg, and this is the center of activities in distributing empties and consolidating the cars loaded at more than 30 scattered areas throughout the territory.

Hayne yard has been enlarged to a capacity of 2,000 cars in recent years and equipped with floodlights and a loud-speaker system to facilitate the rapid, 24-hr.-a-day switching necessary during the peach season. In addition to the steam switchers, four new Diesel-electric switchers of 1,000 hp. were added to the yard power there last season.

While Hayne yard is the focal point, some outlying points have so grown in importance as to require the construction of additional facilities. At Inman, S. C., 12 mi. from Spartanburg, more than 1,500 cars were loaded during the 1946 season and to facilitate the increased traffic, a new yard costing \$75,000, and having a capacity of 120 cars, was placed in service at Inman on July 10, 1947. This is in addition to a 140-car yard built the year before at Mascott, S. C., near Gramling. Both yards are floodlighted and equipped with loud-speakers. A new yard of the same type and similarly equipped was also put in service in 1946 at Greer, S. C., 19 mi. South of Spartanburg, while additional tracks were added in existing yards at Landrum and Gaffney. All of these new facilities are intended primarily for expediting peach movement.

Three Divisions Meet

Spartanburg is the junction point for three divisions of the Southern. The Charlotte division, a part of the double-track Washington-Atlanta main line, operates through the city, while Spartanburg is the northern terminal for the Columbia division and the southern terminal for the Asheville division. The Columbia division and the Charlotte division south of Spartanburg have numerous originating points, served by peddler crews distributing the empties and picking up loads. The Charlotte division north of Spartanburg and the Asheville division also have many loading points and, in addition, handle the peach trains for northern destinations. Between 50 and 55 per cent of the loads go north over the Charlotte division to the Potomac yard gateway Washington, D. C., while the remainder operate over the Asheville division,

destined to Ohio river gateways for diversion throughout the midwest.

During the 1947 season, schedules were set up on the basis of 19-hr. service from Hayne to Potomac yard, a distance of 444 mi. The trains were handled through by 3-unit 6,000-hp. Diesels with a maximum of 80 cars. Trains leaving Hayne yard for movement to midwestern points were handled by steam locomotives as far as Knoxville, Tenn., and by Diesels beyond. Trains of 30 cars are handled between Hayne and Asheville, 71 mi., in 4 hr. 30 min. On this run the railway rises from an elevation of 875 ft. above sea level at Spartanburg to 2,288 ft. at Asheville, or an average of more than 32 ft. per mile. In one five-mile stretch, a rise of over 800 ft. is encountered and, from Melrose, N. C., to Saluda, 3.1 mi., Saluda mountain is crossed with a maximum gradient of 4.9 per cent, the steepest main-line grade in the country. The 30-car peach trains are consolidated at Asheville for movement west. The schedule from Hayne to Cincinnati, 510 mi., is 27 hr. 30 min.

The Icing Problem

Hayne yard is equipped with a large ice storage house and an icing platform which is completely mechanized for ice handling. It has storage space for 17,500 tons of ice, but, obviously, it would be impossible to supply storage space sufficient for the 70,000 tons of ice that are required to ice and re-ice the peach cars. Ice is shipped in, as needed, from points as far distant as Chicago and New York. It was necessary to ship in 424 cars of ice last season. The Fruit Growers Express takes charge of the initial icing of the cars. In addition to those iced at Hayne, cars are also iced and shipped in to the growing territory from other terminals in the Carolinas.

The shippers have been thoroughly apprised of the fact that the proper ordering of cars is essential to the success of this concentrated movement from a relatively small area and they have cooperated by placing orders well in advance, and for no more cars than are actually needed.

Peaches are among the most perishable and easily damaged of fruits. For this reason, the Southern has pursued a continuing educational program among the shippers to inculcate the habit of proper loading. Right methods of loading are demonstrated throughout the area by an exhibit. This program has resulted in a marked decrease in damages on the peach movement.

The Southern puts on some 700 additional employees for the handling of the peach crop. These include the "peach crews" who set out the empties and gather the loads in the growing area. There were seven such crews on the Asheville division last season, two crews working south out of Hayne, and six north on the Charlotte division.

The majority of the extra employees are employed in the yards and at the ice docks. This requires the provision of boarding cars, the operation of a commissary and the use of cars as dormitories. The best of care is taken and the greatest comfort supplied for both white and colored labor, with the result that the Southern has had little difficulty in recruiting this extra force for the two months of the season each year.

NEW AND IMPROVED PRODUCTS OF THE MANUFACTURERS

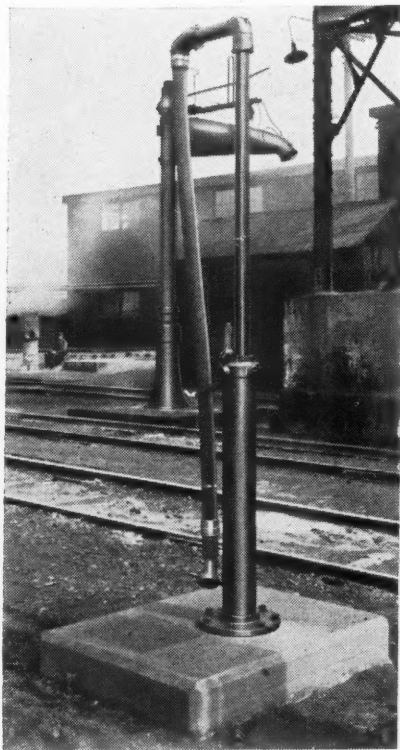
WATER ADDITIVE FOR FIGHTING FIRE

A chemical to make water "wetter" for fire fighting is available from the American-LaFrance-Foamite Corp., Elmira, N. Y. Known as Pentrate, this product, when dissolved in water in a 1 per cent solution, gives the mixture penetrating and spreading qualities much superior to water itself, and therefore, more effective in fire fighting.

The principle of Pentrate can be illustrated by considering a rain drop on a window, which is prevented from flattening and spreading out by the surface tension. Addition of Pentrate to the water reduces this surface tension and allows the globules to spread out in all directions and to cover more area. In this way the water has greater opportunity to spread and penetrate and to soak into an object on fire. It can also cover broken or rough surfaces more readily and can penetrate more deeply into fires occurring on such materials as mattresses and waste.

Pentrate is reported to be no more injurious to metals or wood than water itself. It is described as being less corrosive than water and it can be used effectively with salt water or calcium chloride solutions.

To operate the Poage Diesel water column the lever is pulled downward, opening the valve and causing an instant flow of water through the riser pipe. After the locomotive has been watered the operating handle is moved



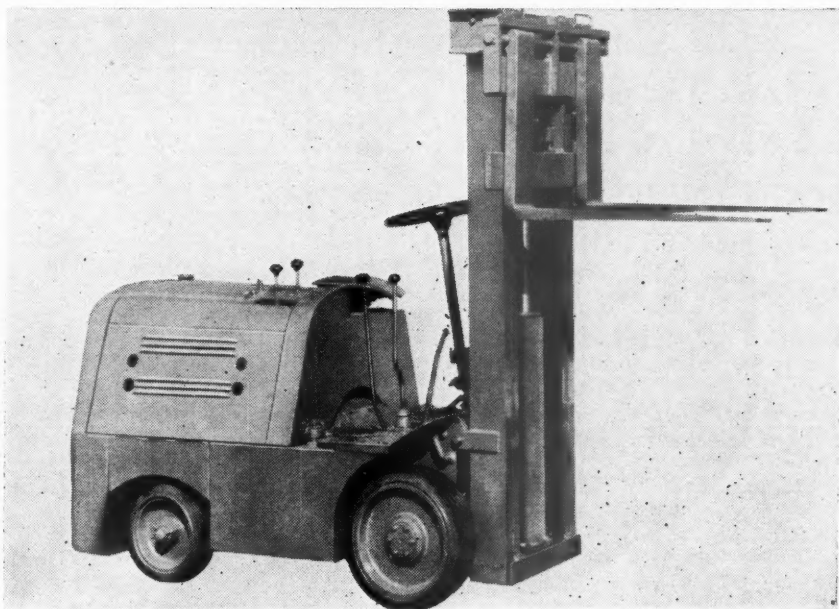
Poage Diesel water column, Type No. 33

to a vertical position and the supply of water is immediately shut off without destructive water hammer in the supply line. When the valve is closed all water in the riser pipe drains into the pit, a feature which prevents freezing in severe weather. In addition to the overhead type, a platform or box type of the Poage Diesel water column, known as No. 34, is also available.

NEW HEBARD FORK TRUCK

A 5,000 lb. capacity fork truck has recently been introduced by W. F. Hebard & Co., 336 W. 37th st., Chicago 9. The 5,000 lb. capacity is rated at 20 in. from the heels of the forks. Free lift is 55 in. or with the extension 110 in. Overall width is 40 in.; length, less forks — 85 in.; height with forks down — 83 in. and the outside turning radius is 88 in.

This "Shop Mulift," as it is called, is powered by an International Harvester U-4 engine, of the same type used in the A3V and A14V "Shop Mule" tractors. (Thus standardization is provided in the Hebard line of materials handling equipment.) The transmission is of the selective sliding gear type with 3 forward speeds and the same number in reverse. Speed of travel is rated as high as 11 m.p.h. while the speed of lift under load is said to be 30 ft. per min. Tilting of the mast is possible, 10 deg. backward and 3 deg. forward.



DIESEL WATER COLUMN

A new unit for watering Diesel locomotives, known as the Poage Diesel water column, which, it is said, will operate satisfactorily in winter temperatures of 35 deg. below zero, has been developed by the Railroad Products Company, Cincinnati, Ohio. The valve of the new column contains features of the Poage water hammer eliminator which is designed to control destructive water hammer in pipe lines.

The overhead type, No. 33, consists of a pit containing the valve; a 2½-in. or 3-in. vertical column or riser pipe mounted on a pedestal, which is bolted to a concrete base; an extending arm joined to the top of the riser pipe by a water-tight swivel joint; and a hose attached to the end of the extending arm, also by a water-tight swivel joint. The valve-operating lever is located on the top of the pedestal at a convenient height. The swivel joints permit turning of the extending arm and hose to service locomotives on two different tracks.

1947 RAILROAD CONSTRUCTION INDICES

The Engineering Section of the Interstate Commerce Commission's Bureau of Valuation has issued its Railroad Construction Indices for 1947, showing that last year's overall index for the country as a whole was 257, up 25 points or 11 per cent from 1946's 232, and 48 points from 1945's 209. The 1947 level was the highest in the history of the indices, which are weighted averages based on the 1910-1914 costs as 100.

The indices for the country as a whole (shown in the accompanying table) are broken down in the bureau's compilation into eight regional sets. "The indices," the statement says, represent territorial index factors and are of value in indicating trends. They are not necessarily applicable for use in the determination of reproduction costs upon individual railroads."

An accompanying press notice from G. W. Laird, assistant secretary of the commission, called attention to the rise of only 4 per cent for equipment accounts as a group, and explained that this was due to the "increasing importance" of Diesel-electric locomotives, which take a "relatively low" index. "The average

for the year 1947 still does not represent the peak price level which has been attained to date in the postwar period, as current prices are above the average of 1947," Mr. Laird said.

The accounts for which the indices are shown are primary accounts designated in the Classification of Investment in Road and Equipment of Steam Roads. They are as follows:

- I—ROAD:
 - 1. Engineering
 - 2. Other Right of Way Expenditures
 - 3. Grading
 - 4. Tunnels and Subways
 - 5. Bridges, Trestles, and Culverts
 - 6. Elevated Structures
 - 7. Ties
 - 8. Rails
 - 9. Other Track Material
 - 10. Ballast
 - 11. Tracklaying and Surfacing
 - 12. Fences, Snowsheds and Signs
 - 13. Station and Office Buildings
 - 14. Roadway Buildings
 - 15. Water Stations
 - 16. Fuel Stations
 - 17. Shops and Engine Houses
 - 18. Grain Elevators
 - 19. Storage Warehouses
 - 20. Wharves and Docks
 - 21. Coal and Ore Wharves
 - 22. Telegraph and Telephone Lines
 - 23. Signals and Interlockers
 - 24. Power Plants
 - 31. Power Transmission Systems
 - 35. Miscellaneous Structures
 - 37. Roadway Machines
 - 38. Roadway Small Tools
 - 39. Public Improvements—Construction
 - 44. Shop Machinery
 - 45. Power Plant Machinery
- II—EQUIPMENT:
 - 51. Steam Locomotives
 - 52. Other Locomotives
 - 53. Freight-Train Cars
 - 54. Passenger-Train Cars
 - 55. Floating Equipment
 - 56. Work Equipment
 - 57. Miscellaneous Equipment
 - III—GENERAL EXPENDITURES
 - 71. Organization Expenses
 - 72. General Officers and Clerks
 - 73. Law
 - 74. Stationery and Printing
 - 75. Taxes
 - 76. Interest During Construction
 - 77. Other Expenditures—General

REGIONS I TO VIII, INCLUSIVE

Tabulation of Indices by Years and by Accounts Applicable to the Entire United States

Acct.	Per cent	1916	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	
ROAD																																		
1	2.83	110	134	159	178	214	175	157	171	171	166	166	164	161	160	152	143	131	127	131	131	133	142	138	137	140	151	175	186	187	197	216	245	
2	107	127	151	172	198	161	154	168	165	161	159	156	155	155	151	143	121	117	127	132	141	137	135	134	145	174	185	190	201	236	238		
3	18.19	110	130	165	190	250	170	143	160	164	149	153	143	135	133	123	118	106	98	100	101	99	103	93	90	90	99	135	142	143	144	148	154	
5	1.51	109	128	150	183	208	179	165	179	179	179	178	169	155	155	143	130	119	111	122	120	130	139	141	140	149	160	192	223	219	236	260	304	
6	9.41	111	146	162	178	206	165	160	176	173	171	170	168	164	163	150	134	122	22	136	135	141	155	150	149	156	174	210	227	222	240	272	327	
7	0.04	124	169	177	184	210	150	153	173	171	168	165	163	163	162	154	144	129	122	136	136	137	158	150	149	159	175	209	236	231	249	284	346	
8	5.58	100	112	133	170	201	189	157	177	175	172	173	175	176	175	170	155	144	139	149	147	150	159	154	158	164	181	199	228	234	241	252	270	
9	8.57	106	121	148	152	168	158	144	145	145	144	144	144	144	144	144	144	140	134	123	123	124	143	139	136	138	139	144	144	146	152	165	210	
10	3.39	129	198	210	203	209	192	161	182	179	177	177	177	177	177	170	169	165	163	158	150	147	150	169	169	167	167	170	175	173	172	176	190	217
11	4.09	107	114	140	150	207	191	176	175	175	174	175	176	176	176	168	159	146	146	141	139	140	143	143	143	143	153	170	175	175	181	194	207	
12	4.35	100	130	163	175	218	174	165	188	188	188	188	188	188	188	182	175	164	157	159	165	165	169	167	165	165	178	209	241	252	273	298	336	
13	0.65	120	138	174	193	211	192	179	183	183	180	178	179	179	177	175	168	147	135	140	140	138	145	145	141	141	150	168	179	179	189	206	242	
16	4.42	115	135	154	185	215	192	180	194	193	188	184	189	188	187	182	165	141	145	151	151	157	166	166	166	177	188	208	219	227	244	291	333	
17	0.51	115	136	156	185	216	192	178	196	196	189	187	192	191	190	186	166	140	145	150	150	162	162	162	177	186	206	226	237	258	307	341		
18	0.82	120	159	170	191	213	185	178	187	187	186	182	185	186	184	177	161	147	151	155	155	156	166	166	166	172	185	195	208	214	227	249	286	
19	0.26	120	153	160	190	212	181	166	185	185	182	180	183	183	183	174	159	144	149	154	154	153	159	159	159	163	187	205	216	222	242	270	324	
20	2.16	118	141	159	188	216	191	180	193	192	188	185	189	188	187	176	161	137	142	147	147	155	165	165	165	176	188	204	216	223	248	294	336	
21	0.09	110	128	150	185	214	190	184	197	197	193	190	195	193	193	182	165	137	142	147	147	156	164	164	164	166	200	208	213	217	236	281	321	
22	0.04	115	135	155	185	210	193	178	198	198	193	189	193	191	191	184	165	137	142	147	147	154	166	166	166	176	195	207	218	226	253	300	344	
23	0.53	114	133	152	178	204	167	158	175	175	174	177	178	178	178	172	158	136	141	146	146	149	153	153	153	161	167	172	182	196	211	232	288	
24	0.44	117	145	155	184	204	170	159	176	176	174	174	176	176	176	172	157	136	142	147	147	151	153	153	160	185	199	211	215	236	278	309		
26	0.34	124	147	158	164	192	191	162	187	179	163	157	163	165	165	150	138	121	119	124	128	131	133	129	129	134	143	156	165	165	173	192	239	
27	1.58	106	132	152	165	175	163	158	165	164	162	169	158	155	154	147	138	130	133	136	138	143	143	143	146	156	165	176	176	196	212			
29	0.16	122	141	158	189	218	197	184	196	196	191	186	191	191	189	177	162	138	143	148	148	152	167	167	167	176	194	204	213	219	246	296	354	
31	0.61	145	174	189	190	207	175	164	180	174	175	176	176	179	183	175	149	143	143	147	149	150	154	148	148	153	162	167	171	171	180	201	244	
35	0.04	117	137	156	186	217	192	179	195	195	190	186	191	190	189	182	164	141	146	151	151	154	161	161	161	168	178	183	198	208	229	260	303	
37	0.08	113	127	146	158	170	162	149	151	151	151	151	151	149	148	147	144	138	138	147	147	147	161	153	154	158	169	169	187	187	177	222	244	
38	0.05	100	179	179	184	202	181	170	173	185	190	190	191	191	190	160	155	155	150	150	160	170	180	180	180	180	197	197	200	200	200	245	280	
39	1.07	108	137	161	182	208	171	164	178	175	171	169	166	165	165	161	153	131	127	139	137	139	152	145	142	146	163	198	208	203	217	236	278	
44	0.95	126	155	192	200	210	198	173	183	185	185	186	187	189	191	176	166	155	155	168	166	171	180	177	180	189	194	194	190	190	191	217	240	
45	0.33	126	155	192	200	210	198	173	183	185	185	186	187	189	191	176	166	155	155	168	166	171	180	177	180	189	194	194	190	190	191	217	240	
Weighted Average 1-45																																		
	73.09	110	134	159	178	214	175	157	171	171	166	166	164	161	160	152	143	131	127	131	131	133	142	138	137	140	151	175	186	187	197	216	245	
EQUIPMENT																																		
51	3.81	102	145	189	202	248	192	179	197	185	171	191	190	179	188	194	184	168	166	176	188	188	201	201	201	215	230	255	265	265	265	290	313	
52	1.71	117	137	184	184	217	297	196	198	199	192	194	202	203	221	221	210	175	165	185	190	199	199	199	199	199	203	185	173	173	173	185	189	
53	11.22	148	183	243	267	284	184	156	200	179	171	163	178	169	185	181	161	144	144	165	177	180	191	190	198	204	218	239	254	254	254	300	320	
54	2.16	104	132	164	197	213	169	152	192	187	183	189	191	180	183	181	178	161	161	173	182	182	195	195	194	200	213	230	240	240	240	285	305	
56	0.48	125	164	227	245	239	200	175	170	170	170	170	170	170	170	165	158	148	148	158	160	160	171	171	171	176	188	207	220	229	238	256	275	
57	0.66	128	165	225	244	263	193	168	203	183	188	180	192	184	195	191	178	165	165	177	180	180	197	197	197	200	208	220	247	254	254	252	315	
58	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	150	
Wtd. Ave. 51-58																																		
	19.94	130	166	219	260	265	185	163	198	182	173	174	183	174	186	185	170	153	153	160	181	195	194	200	220	242	254	255	255	294	305			
GENERAL EXPENDITURES																																		
71, 75 & 77	0.89	110	134	159	178	214	175	157	171	171	166	166	164	161	160	152	143	131	127	131	131	133	142	138	137	140	151	175	186	187	197	216	245	
76	6.08	111	135	161	181	216	176	158	172	172	167	167	165	162	161	153	144	132	128	132	132	134	143	139	138	141	152	176	187	188	198	217	246	
Wtd. Ave. 71-77																																		
	6.97	111	135	161	181	216	176	158	172	172	167	167	165	162	161	153	144	132	128	132	132	134	143	139	138	141	152	176	187	188	198	217	246	
1-45																																		
	73.09	110	134	159	178	214	175	157	171	171	166	166	164	161	160	152	143	131	127	131	131	13												

GENERAL NEWS

Would Dismiss Two Per Diem Complaints

**Rate neither unreasonably high
nor low, Examiner Rice says**

Dismissal by the Interstate Commerce Commission of the two pending per diem complaints has been recommended in a proposed report by Examiner Claude A. Rice. The examiner would have the commission find that the assailed charges for the use of freight cars, when on the lines of railroads other than their owners, have not been shown to have been unreasonably high, and that the present per diem rate of \$1.50 has not been shown to be unreasonably low.

The proposed report is in No. 29587, and it also embraces No. 29751. The former proceeding involves the short lines' complaint assailing per diem rates which have been in effect since February 1, 1945, and asking the commission to prescribe a rate of 95 cents or such other basis as it may find just and reasonable, and to award reparations. Four roads, named as defendants, have intervened in support of this complaint; they are the Boston & Maine, the New York, New Haven & Hartford, the Central of New Jersey, and the Upper Merion & Plymouth.

The complaint in No. 29751 was filed by six western roads. It alleges that the present per diem rate is too low and asks the commission to prescribe a "just, reasonable, and compensatory rental." Parties to this complaint are: Atchison, Topeka & Santa Fe; Illinois Central; Chicago, Burlington & Quincy; Northern Pacific; Great Northern; and Denver & Rio Grande Western.

The Chesapeake & Ohio, named as a defendant in both complaints, contends, as Examiner Rice summarized its position, "that the cost of owning and maintaining freight cars now averages at least \$2 per car day; that the present rate is too low; and that failure of the railroads to establish a higher rate has been a contributing factor to the severe car shortage which has occasioned so much public concern." Last year, the commission undertook to prescribe a \$2 per diem on the basis of a finding that it would "promote greater efficiency in the use and increase the supply of freight cars"; but its order was set aside by the courts (see *Railway Age* of November 29, 1947, page 38).

Evidence reviewed in the proposed report indicated to Examiner Rice that "there is a rather wide zone of rea-

sonableness within which the carriers may establish a lawful per diem rate." That evidence included six studies which calculated the costs of car ownership in recent years at amounts ranging from 95 cents per day to \$2.22. The present per diem rate of \$1.50 was based on a study by the Association of American Railroads, which showed a 1947 ownership cost of 150.5 cents per day. This was an average of results obtained on two different bases—one employing the reproduction cost of freight cars owned and the other the ledger value (original cost) of such cars; and it did not include the cost of wage increases which became effective in September and November of last year.

The examiner does not set out a formula of his own, but his comments on evidence relating to various elements of car-ownership costs indicate his views as to how those elements should be adjusted and used in determining the per diem rate. Adjusting the A.A.R. figures in accordance with such views and allowing for wage increases and other higher costs occurring in the latter part of 1947, he puts the 1947 ownership costs at 192.26 cents.

Among other adjustments made by Mr. Rice was his use of 80 per cent as the ratio of active cars to total cars, whereas the A.A.R. had used 86.15 per cent. The latter was based on a 10-year average; but the examiner took a 20-year average, the evidence being "persuasive" to him that an active-car divisor "reflecting average age, now approximating 20 years," would produce the most accurate results.

The parties were in general agreement that "active cars," which exclude surplus and bad-order equipment, should be employed in computing the average costs per day; but there was considerable difference of opinion as to whether the "active-car" figure should be for a single year or the average of a period of years. As indicated above, Examiner Rice preferred a period reflecting the average age of cars. As to the single-year basis, he noted that the A.A.R. defended its 10-year average on the basis of its contention that "if active cars for a single year be used, the per diem rate would be relatively low in periods of heavy traffic and urgent demand for cars, since the aggregate annual costs of ownership and maintenance would be distributed among a very large number of units, while in periods of light traffic, lower earnings, and large car surplus, the per diem rate might have to be increased in order to cover average costs of ownership and maintenance due to the distribution of

such costs among a smaller number of active units."

"The use of an active-car divisor predicated on average age," the proposed report said later on, "would result in the maintenance of a relatively higher per diem rate when traffic is heavy and cars are in urgent demand, and a per diem rate relatively low when traffic is light and many thousands of freight cars are idle, since, for example, if a ratio of 80 per cent were employed the per diem rate would be comparatively high when the ratio exceeded 80 per cent and comparatively low when the ratio fell below 80 per cent. This seemingly desirable result is apparently one of the objectives aimed at by the A.A.R. and supported by a great majority of the car owning railroads."

Among other comment on the short-line complaint, which is being prosecuted by the American Short Line Railroad Association, the proposed report referred to evidence indicating how car-rental payments by those complainants are reduced as a result of arrangements with trunk-line connections which allow the short lines the use of per diem cars free of charge for specified periods of time per loaded car interchanged. The cited evidence indicated that the per diem expense incurred by 212 short lines during the 28 months ended May 31, 1947, when the per diem rate was \$1.15, averaged 53 cents per car per day. "Those with taxable net income may deduct therefrom their respective debit per diem balance and recoup, through savings in federal income tax, a substantial part of such balance," Examiner Rice also pointed out.

The six cost studies reviewed in the proposed report included one prepared sometime ago by the commission's Bureau of Transport Economics and Statistics and introduced in evidence by the Short Line Association, which also offered a second study of its own. The other studies, in addition to that of the A.A.R., were those of the Southern Pacific, the Union Pacific and the six western roads who are complainants in No. 29751.

Meanwhile, the Bureau of Transport Economics and Statistics have developed a new formula, differing in some respects from the earlier one which the Short Line Association made part of its presentation. This new bureau formula is set out in an appendix to the proposed report, Examiner Rice explaining that he thus gave it circulation "so that the parties may offer such suggestions, criticisms, or objections to it which they deem appropriate."

The formula's divisor is "active car days", and it provides for five factors

of freight car ownership costs as follows: Repairs, taxes, depreciation, interest, and miscellaneous costs. To compute its "active car" total the bureau starts with what it calls "per diem cars," which are those included in Account 53, Freight-Train Cars, less cabooses and other non-revenue producing cars and all cars operated on a mileage basis. On this basis the number of "per diem cars" owned or leased per day is determined by adding the total number at the beginning and close of the year and dividing by two. The formula next provides for deduction from this average of the average number of surplus per diem cars per day and the average number of home bad order cars per day. The resultant total multiplied by the number of days in the year is the number of "active car days" in each year.

In arriving at repair costs eligible to enter the per diem calculation, the formula uses the total charged to Account 314, Freight-Train Cars—Repairs as its base, deducting therefrom the costs of repairs to cabooses, other non-revenue cars, cars operated on a mileage basis, private and foreign-line cars when repairs are user's responsibility, payments (less salvage) for foreign line cars destroyed, and inspection costs, if any, included in Account 314. Similar specifications are set up for eligible tax, depreciation and interest costs, the latter, based on the ledger value, less depreciation, of per diem cars, to be the current annual rate for units covered by equipment obligations and conditional sales and other agreements and 6 per cent for units not thus covered.

The "miscellaneous costs" included in the formula are apportionments of miscellaneous overhead expenses, shop maintenance, general expenses, interest

on working capital, and interest and taxes on shops, enginehouses, power plants, and shop and power plant machinery; also, the cost of dead-head haul on freight car material, and interest on the investment in stocks of per diem freight car materials and supplies. Detailed specifications for determining the amounts of these apportionments are also set out in the formula.

I. C. Officer on Advisory Council Probing Ban on Basing-Point Prices

J. L. Sheppard, assistant vice-president, traffic, Illinois Central, and H. A. Hollopeter, transportation director of the Indiana State Chamber of Commerce, are among who will serve on an advisory council to a special Senate subcommittee which is investigating the effect of the Supreme Court's April 26 decision upholding the Federal Trade Commission's "cease and desist" order against the cement industry's basing-point system of pricing. M. T. Copeland, director of business research for Harvard University's School of Business Administration, is chairman of the council, the membership of which consists of 40 representatives of industry, consumers, labor, and agriculture. As reported in *Railway Age* of August 7, page 40, the subcommittee, of which Senator Capehart, Republican of Indiana, is chairman, plans to hold public hearings in November in connection with its investigation.

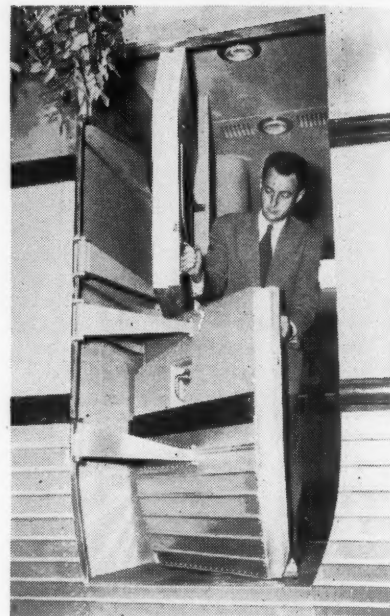
Truman Requests R.F.C. to Study Financial Needs of Air Carriers

President Truman has requested the Reconstruction Finance Corporation to make a study of the "general financial situation" of the "air transportation industry" and to place before him at "an early date" its appraisal of the situation together with its recommendations. The Civil Aeronautics Board and the Bureau of the Budget have been asked to assist the R.F.C. in its study.

A White House announcement said the President has indicated he was "extremely interested" in finding means by which the air lines could best obtain funds to meet not only their immediate requirements but also to provide for their long-term development. The R.F.C. was chosen to make the study because of its experience in the financial field and its relationships with financial institutions.

Communications Meeting September 28-30

Round-table discussions and exhibits of appliances are to be features of the annual meeting of the Communications Section of the Association of American Railroads, to be held at the Antlers Hotel, Colorado Springs, Colo., September 28, 29 and 30. In addition to the presentation of reports of committees, the program will include three technical addresses and three periods set



Passengers' clothing is protected from contact with car interiors by this unusual arrangement of door hinges, now exhibited on the model of a Chesapeake & Ohio "Train X" car displayed at the Railroad Fair in Chicago

Six Months' Truck Traffic a New High Record

Motor carriers reporting to the American Trucking Associations transported in June 2,834,255 tons of freight, an increase of 5.3 per cent over the May total of 2,691,062 tons, and an increase of 16.6 per cent over the 2,430,348 tons hauled in June, 1947. The A.T.A. index number, based on the 1938-40 average monthly tonnage of the reporting carriers, was 237, bringing the average index for the first six months of 1948 to a record high of 222, compared with the previous peak of 199 for the first half of 1947.

The June figures, according to the A.T.A., are based on comparable reports from 294 carriers in 41 states. Carriers in the Eastern district reported increases of 5.4 per cent over May and 15 per cent over June, 1947; carriers in the Southern region reported respective increases of 0.8 per cent and 26.4 per cent; and carriers in the Western district reported increases of 6.7 per cent and 16.4 per cent, respectively.

aside for open forum discussions on various subjects, including new developments in radio, electronics, and allied subjects. The addresses scheduled include: (1) Carrier Operations on Buried Cables, by J. R. DePriest, superintendent communications and signals of the Seaboard Air Line; (2) Telephone Facilities for Reservation Bureaus, by J. E. Hoy, sales and service engineer, American Telephone & Telegraph Co.; and (3) Automatic Reservations, by J. S. Jammier, vice-president of International Standard Electric Corporation, subsidiary of International Telephone & Telegraph Corp.

Sign Agreements Settling Holdout Op Wage and Rules Case

Representatives of railroad management and the three holdout operating unions ended their wage and rules dispute on August 11 with the signing, in Washington, D. C., of agreements based on the "proposal for settlement" that was made last month by Dr. John R. Steelman, assistant to President Truman. The dispute arose out of the failure of the three unions to accept the recommendations of an emergency board, and it brought their threat of a May 11 strike which was cancelled May 10 after President Truman placed the railroads under government control and operation.

Government control, which had been exercised through Secretary of the Army Royall, was terminated July 9, after the parties had agreed to Dr. Steelman's proposal. The unions in-

volved were the Brotherhood of Locomotive Engineers, headed by Grand Chief Engineer Alvanley Johnston; the Brotherhood of Locomotive Firemen & Enginemen, headed by President David B. Robertson; and the Switchmen's Union of North America, headed by President A. J. Glover.

As noted in *Railway Age* of July 17, page 34, the Steelman proposal, which is now embodied in the formal agreements signed August 11, called for the 15½ cents per hour basic-wage increase that was accepted last fall by other employees and recommended for the holdout ops in the emergency board report which they rejected. However, the settlement provided for working-rules changes in addition to those recommended by the emergency board.

These additional rules include one fixing time limits with respect to the filing and handling of grievance claims on the railroads and before the National Railroad Adjustment Board. That rule provides that employee claims or grievances must be filed with the officer authorized to receive such a claim within 60 days from the date of the occurrence on which the claim or grievance is based. Should the claim be rejected, the carrier must so advise the employee or his representative within 60 days of the filing date. If appeals to higher officers are available, they must be taken within 60 days of the date of each successive notice of rejection. If the claim is rejected by the highest carrier officer to which an appeal may be taken, the claimant has six months within which to institute proceedings before what the rule calls "a tribunal having jurisdiction pursuant to law or agreement of the claim or grievance involved." Such tribunals would, of course, include the National Railroad Adjustment Board.

The rule becomes effective on November 1, but there is a provision permitting any road to retain any more favorable rule which it may now have, notice of such choice being required on or before October 1. As to claims or grievances which arose or arise out of occurrences prior to November 1, the rule provides that such claims or grievances must be filed on or before April 1, 1949, and progressed according to provisions of the new rule. This provision, however, "does not apply to claims or grievances already barred under existing agreements."

As pointed out in the issue of July 17, the principal concession made by the management representatives when they accepted the Steelman proposal was their agreement to negotiate a rule covering payments to enginemen in through freight service for initial terminal delays of more than 1¼ hours. Also, there were concessions on the wage rates of yard switchmen and conductors and of Diesel-electric "firemen" in yard service; and on the so-called conversion rule covering conditions under which enginemen's wages will be converted from those applicable

to through freight service to the higher basis applicable to local service. The new conversion rule provides generally that three stops to set out or pick up cars will convert the wages. Previous conversion rules varied, but the most generally applicable one was the so-called eastern rule which provided for conversion if four stops were made to pick up or set out cars.

The agreements also include a "memorandum of understanding" which has the effect of bringing the holdouts into line with the other two operating unions insofar as a "third-round" wage demand is concerned. The memorandum provides that the difference between the 15½ cents per hour, or \$1.24 cents per basic "day," now granted and the holdouts' original demand for a 30 per cent increase "shall be given the same status as if it had been served as a new request on June 30, 1948." That was the date on which the carriers received demands for a "third-round" increase of 25 per cent, with a minimum raise of \$2.50 per "basic" day, from the other two operating unions—the Brotherhood of Railway Trainmen and Order of Railway Conductors. Since the 15½ cents per hour amounts to an increase of about 12 per cent, the agreement leaves the holdouts with an undelayed "third-round" demand for something like 18 per cent more.

"This understanding," the memorandum said, "is to avoid the serving of new notices by the employees represented by said organizations on individual carriers and negotiations thereon on such individual carriers. This understanding is made under the peculiar circumstances of this present wage settlement and shall establish no precedent for the handling of other cases."

Coordinated Associations At Chicago September 20

The Coordinated Mechanical Associations—Air Brake Association, Car Department Officers' Association, Locomotive Maintenance Officers' Association, Master Boiler Makers' Association, and Railway Fuel and Traveling Engineers' Association—will meet at the Hotel Sherman, Chicago, for three days, September 20, 21, and 22. No general exhibit will be held this year in connection with these meetings. J. H. Aydelott, vice-president, Operations and Maintenance Department, Association of American Railroads, will make the principal address at the joint session of all the associations at 2 p.m. on Monday, September 20. Earl C. Payne, consulting engineer, Pittsburgh Consolidation Coal Company, will preside at the final session of the Railway Fuel and Traveling Engineers' Association on September 22, at which reports and discussions on Regional Locomotive Fuel (Coal) Standards will be presented. This session was arranged at the request of the Association of American Railroads.

The programs for the individual ses-

sions of the respective associations follow.

Railway Fuel and Traveling Engineers' Association

Monday, September 20
2 p.m.

Address by President W. C. Shove, general road foreman of engines, N.Y.N.H.&H.
Address by J. J. Brinkworth, vice-president, New York Central System.

Report on Passenger-Train Handling with Pneumatic Brake Equipment, by H. I. Trambly (chairman), air-brake engineer, C.B. & O.
Report on Freight-Train Handling, F. T. McClure (chairman), supervisor air brakes, A.T. & S.F.

Report on Fuel Statistics.

Tuesday, September 21
9 a.m.

Report on Front Ends, Grates, Ashpans and Arches, S. R. Tilbury (chairman), fuel supervisor, A.T. & S.F.

Report on Operation of Steam Generator on Diesel Locomotives, R. D. Nicholson (chairman), road foreman engines, N.Y.N.H. & H.

Report on Diesel Locomotive Operation, H. N. Ricks (chairman), fuel supervisor, T. & P.

Report of Secretary-Treasurer.

Report on Training of Locomotive Firemen (Coal), W. E. Sample (chairman), superintendent fuel conservation, B. & O.

Report on Training of Locomotive Firemen (Oil), R. H. Francis (chairman), general road foreman of equipment, St. L.-S.F.

Report on Smoke Abatement in Building Fires in Enginehouse and Control of Smoke Out on the Road, G. B. Curtis (chairman), road foreman of engines, R.F. & P.

Wednesday, September 22
9 a.m.

Report on Fuel Economy in Stationary and Direct Steaming Plants, B. E. Clark (chairman), electrical supervisor, A.T. & S.F.

Report on Water Treatment for Steam Locomotives, T. A. Tennyson (chairman), chief chemist, St.L.S.W.

Report on Water Treatment for Diesel Locomotives, M. A. Hanson (chairman), G.M. & O.

Report on Storage Coal Handling, Glen Warner (chairman), fuel supervisor, Pere Marquette district, C. & O.

Report on the Unit Cost of Coal on Locomotives, A. A. Raymond (chairman), superintendent fuel and locomotive performance, New York Central System

Election of officers.

2 p.m.

Regional Locomotive Fuel (Coal) Standards, Earl C. Payne (chairman), consulting engineer, Pittsburgh Consolidation Coal Co.

A—Analyzing troubles causing loss of steam locomotive availability, by R. A. Rayer, research engineer, I.C.

B—Obtaining satisfactory coal for steam locomotives, by W. L. Lloyd, assistant engineer, Penn.

C—Research for the improvement of steam motive power, by R. A. Sherman, assistant director, Battelle Memorial Institute.

D—Production and preparation of coal for locomotive fuel, by Earl C. Payne.

Car Department Officers' Association

Monday, September 20
2:30 p.m.

Address by President I. M. Peters, secretary and superintendent, Crystal Car Lines, Chicago.

Report on Preparation of Freight Cars to Meet Present-Day Operation, by A. H. Keys, superintendent car department, B. & O.

Tuesday, September 21
9 a.m.

Address by W. L. Ennis, assistant to vice-president, C.M.St.P. & P.

Report on Interchange and Billing for Car Repairs, by R. W. Hollon, mechanical inspector, C.B. & O.

Report of Committee on A.A.R. Loading Rules, by H. L. Hewing, district general car foreman, C.M.St.P. & P.

2 p.m.

Report on Passenger-Car Heating—Operation and Maintenance, by J. R. Standley, inspector, Pullman Company.

Report on Air-Conditioning Equipment—Operation and Maintenance, by G. A. Shaffner, general supervisor, C. & N.W.

Wednesday, September 22
9 a.m.

Address by A. H. Gass, chairman, Car Service Division, A.A.R.

Report of Committee on Painting, by H. E. Kneidler, painter foreman, C. & E.I.

2 p.m.

Report on Wheel Shop Practices, by R. L. Frame, foreman, N.Y.C.

Report on Car Lubrication Practices, by

F. H. Campbell, general inspector, C.M.St.P. & P.
Election of officers.

Locomotive Maintenance Officers' Association

Monday, September 20

11 a.m.
Address by J. D. Loftis, chief of motive power and equipment, A.C.L.

3 p.m.
Training of Mechanical Personnel with Diesel Specialization, E. P. Gangwere (chairman), superintendent motive power and rolling stock, Reading.

Tuesday, September 21

9 a.m.
Maintenance of Diesel Engines, Auxiliaries and Connectors and Steam Generators, H. F. Mackey (chairman), supervisor Diesel engines, A.T. & S.F.

2 p.m.
Maintenance of Electrical Equipment on Diesel-Electric Locomotives—Traction Motors and Generators, Control Equipment, Storage Batteries and Auxiliaries, R. I. Fort (chairman), assistant research engineer, I.C.

Wednesday, September 22

9 a.m.
Shop Retooling for Maintenance on Diesel-Electric Locomotives, H. H. Magill (chairman), superintendent locomotive and car shops, C. & N.W.

Locomotive Terminal Facilities—Modern Diesel Locomotive Servicing Facilities, H. E. Nicksch (chairman) master mechanic, E.J. & E.

Address by C. H. Hitch, chief mechanical officer, C. & O.

2 p.m.
Installation of Modern Steam Locomotive Servicing Facilities, C. E. Pond (chairman), assistant to superintendent motive power, N. & W.

Enginehouse Inspection and Maintenance of Roller Bearings, John Whalen (chairman), shop superintendent, M.P.

Air Brake Association

Monday, September 20

2:30 p.m.
Paper on Maintenance of AB Brakes.

Tuesday, September 21

9 a.m.

Fundamentals of Braking.

Load Compensating Brake.

3 p.m.

Decelostat and Decelostat sanding

Wednesday, September 22

9 a.m.
Mechanically Driven Air Compressors for Diesel Locomotives—Maintenance and Testing.

Maintenance and Testing HSC brake equipment.

3 p.m.

Approved Maintenance Practice.

Master Boiler Makers' Association

Monday, September 20

10 a.m.
Address by President, S. E. Christopher.

Address by C. B. Peck, editor, Railway Mechanical Engineer and mechanical department editor, Railway Age.

Report of the Executive Board.

Message by Secretary-Treasurer.

2 p.m.
Topic No. 6. Benefits to be desired from properly cooling down and firing up locomotive boilers, Carl A. Harper (chairman), general boiler inspector, C.C.C. & St.L.

Topic No. 4. What improvements can be made in the maintenance and inspection of steam locomotives to increase their availability? R. W. Barrett (chairman), chief boiler inspector, C.N.

Tuesday, September 21

9 a.m.
Address by O. E. Barefoot, superintendent of motive power and car department, Can.Pac.

Topic No. 1. Fusion welding and cutting of alloy steel as used in modern steam locomotive boilers, Edward H. Heidel (chairman), general boiler foreman, C.M.St.P. & P.

Report of Secretary-Treasurer.

1:15 p.m.
Address by E. C. Payne, consulting engineer, Consolidation Coal Company.

Topic No. 2. Recommended practices for staybolt application and maintenance, Dr. G. R. Greenslade (chairman), director of research, Flannery Bolt Company.

a—Tolerances used with taps and staybolts

b—Tools used with threading gages, etc.

c—Seal welding of staybolts

Topic No. 3. What improvements can be made in water circulation, ash pans, front ends and brick arches to increase the steaming qualities of steam locomotive boilers, Arthur Williams (chairman), vice-president, Superheater Co.

Passenger Revenues Up On Central of Georgia

Passenger revenues, excluding those derived from head-end traffic, increased 4.8 per cent in the first five months of 1948 over the like period of 1947 on the Central of Georgia, while passenger revenues for the Southeast as a whole showed a decline. The C. of Ga., recently introduced new streamlined train service between Atlanta, Ga., and Columbus, Augusta and Savannah, simultaneously establishing round-trip fares on a basis 41 per cent less than double the one-way fare (see Railway Age of June 5, page 57). The road's passenger revenues for the first five months of 1948 totaled \$1,261,985, compared to \$1,203,881 for the same period in 1947.

Wednesday, September 22

9 a.m.
Topic No. 5. Study of the causes for and corrective measures necessary to prevent cracking of boiler shell plates made of various steels, Ray McBrien (chairman), engineer of standards and research, D. & R.G.W.

Election of officers.

Executive Board meeting.

1:30 p.m.

Report of the Committee on Law.

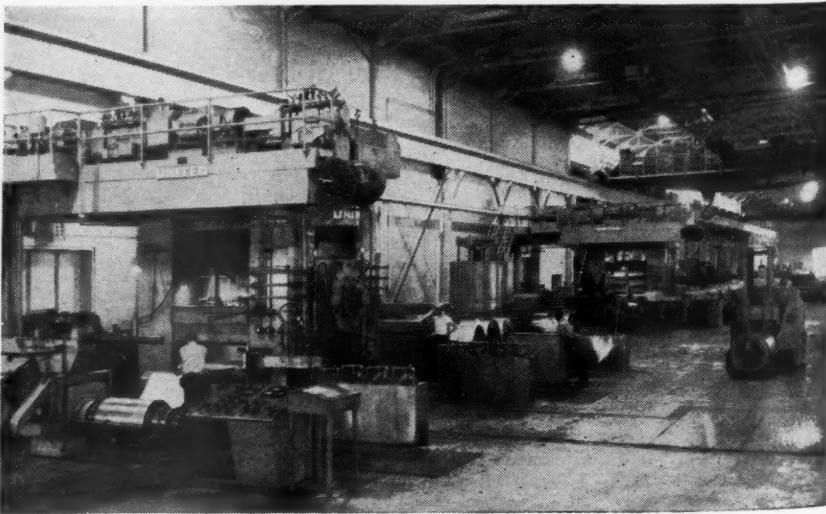
Report of Committee on Memorials.

Report of Committee on Resolutions.

Republic Opens Enduro Plant No. 2 at Massillon

Production at the Republic Steel Corporation's new Enduro plant No. 2 at Massillon, Ohio, is now under way. The formal opening of the new facilities was marked by a tour of the plant by a group of business paper and newspaper representatives on August 11. The illustration shows a 54-in. mill (foreground) and a 66-in. mill (background).

The new facilities constitute a substantial increase in Republic's capacity for the production of stainless-steel sheets. They supplement facilities known as Enduro plant No. 1 where flat rolled stainless-steel in widths up to 30 in.



The Republic Steel Corporation's new stainless-steel cold-reducing mills. In the foreground is a 54-in. mill and the one to the rear is a 66-in. mill

is produced. The new plant provides cold-reducing annealing, pickling, and finishing facilities for sheets 60 in. and 48 in. wide on 66-in. and 54-in. cold-rolling reducing mills, respectively. Both mills make reductions from a maximum gage of 0.3 in. down to a minimum of 0.015 in. Most of the material is shipped in rolls, interwound with paper, to protect the finish.

On August 12 the new plant was opened for the inspection of the residents of Massillon and Canton.

Senate Group Recommends Study Of Transportation Regulations

A subcommittee of the Senate committee on interstate and foreign commerce has recommended that the next Congress give "serious consideration" to the "whole question" of regulation of all forms of transportation, including those issues pertaining to the "apparently necessary subsidization" of "some forms" of transport, "mounting costs" of freight transportation to shippers and their effect on location and growth of industrial enterprises, and to the question of whether government regulation of transportation is being carried on in the "best, most satisfactory and most efficient manner." In further recommending that the full committee on interstate and foreign commerce give "serious consideration" to the adoption of a resolution which would authorize the committee, or a subcommittee thereof, to pursue further the entire question of domestic transportation, the Senate group proposes, in effect, to initiate an investigation similar to the so-called "national transportation inquiry" which is being conducted by the House committee on interstate and foreign commerce.

The subcommittee, of which Senator Reed, Republican of Kansas, is chairman, set forth its recommendations in an "interim" report embodying a review of the investigation it conducted with respect to legislation leading to

the enactment of the so-called Mahaffie Act. That measure, approved by Congress earlier this year, sets up procedures for the voluntary readjustment of railroad financial structures along lines of the former Chandler and McLaughlin Acts.

The subcommittee reported that although the "immediate problem" of railroad reorganizations has been met "for the time being" with the enactment of the Mahaffie Act, Congress is confronted with a "larger and far more important" problem—the question of regulation of all forms of transportation. In addition to Senator Reed, other members of the subcommittee are Senator Hawkes, Republican of New Jersey, and Senator Meyers, Democrat of Pennsylvania.

Signal Section Meeting September 14-16; Appliance Exhibit Scheduled

For the first time in many years an exhibit of signal appliances will be held in conjunction with the 1948 annual meeting of the Signal Section of the Association of American Railroads, which is to be held at the Statler Hotel, Buffalo, N. Y., September 14, 15 and 16. The program of the meeting will include not only the presentation of the reports of 12 committees, but also technical papers by O. S. Field, director of engineering and research of General Railway Signal Company, and H. F. Kusick, transportation engineer of Union Switch & Signal Co. The manufacturers who have contracted for space in the exhibition hall are:

Aircraft-Marine Products, Harrisburg, Pa.
 Anaconda Wire & Cable Co., New York
 James G. Biddle Company, Philadelphia, Pa.
 Buda Company, Harvey, Ill.
 Corning Glass Works, Corning, N. Y.
 Electric Railway Improvement Company, Cleveland, Ohio
 Fansteel Metallurgical Corporation, North Chicago, Ill.
 Federal Telephone & Radio Corp., Clifton, N. J.
 Gould Storage Battery Corporation, Trenton, N. J.
 Minnesota Mining & Manufacturing Co., St. Paul, Minn.
 National Telephone Supply Company, Cleveland, Ohio
 Rail Joint Company, New York
 Railroad & Industrial Electronic Engineering Co., Brooklyn, N. Y.
 Transport Products Corporation, Louisville, Ky.

Will Adhere to Original Plan On Water-Competitive Rate Cases

Commissioner Aitchison, chairman of the commission's Division 2, has advised interested parties that the Interstate Commerce Commission will "adhere to the original plan" as to further proceedings in the water-competitive rate cases involving all-rail commodity rates between California, Oregon and Washington, and Pacific coastwise water rates. Thus both proceedings, docketed as Nos. 29721 and 29722, respectively, will be assigned for further hearing before Mr. Aitchison at San Francisco, Calif., on October 18.

This program was outlined in an August 5 notice which Commissioner Aitchison sent to counsel of record in

the proceedings. The notice recalled that the commission made an interim report on June 26, 1947, at the same time continuing the cases for further hearing "at which the issues can be explored in detail." Meanwhile, the interim report did vacate outstanding fourth-section-relief orders under which the railroads had maintained rates competitive with the Pacific coastwise water lines. Also, it authorized the railroads and those water lines to increase their competitive rates generally, the authorized rail-rate increases being those which the railroads had indicated their willingness to make while the water lines made corresponding adjustments (see *Railway Age* of July 5, 1947, page 59).

At the further hearing, the commission "expects that respondents in both proceedings will be prepared to justify the lawfulness of their rates," Commissioner Aitchison's notice said. It then referred to a request that the commission undertake a cost study, but advised that Division 2 did not consider such an undertaking desirable at this time.

"We have," Mr. Aitchison also said, "certain cost data already in the record, and these data should be supplemented by the respondents in No. 29721 [i.e., the railroads]. The type of cost study by us which seemingly is sought would require segregation of the costs of the north-south and east-west routes from the system operations of the respondents, for the purpose of the study, and would necessarily be very time consuming."

Construction Completed on 52-Mile Eagle Mountain Railroad

The final spike was driven on the newly constructed Eagle Mountain Railroad on July 29. The line has been built for the Kaiser Company to transport iron ore from Eagle Mountain mine, Cal., to Ferrum, on the Southern Pacific's Salton subdivision, 52 mi. From Ferrum, the S.P. will handle the ore to the Kaiser steel plant at Fontana, an additional 101 mi.

The Eagle Mountain will utilize only Diesel motive power, consisting of 1,500-hp. Baldwin general-purpose locomotives equipped with oscillating head lights, pilot valves, dynamic brakes and wheel-slip controls. The railroad—which cost \$3,800,000 to build and was completed in 11 months—is laid with 110-lb. rail on treated cross-ties. It is not a common carrier.

Santa Fe Abandons Efforts to Secure Entry into St. Louis

The Atchison, Topeka & Santa Fe, the Chicago, Burlington & Quincy and the Gulf, Mobile & Ohio have decided not to attempt "to secure a rehearing before the Interstate Commerce Commission or take further proceedings" on the applications seeking authority for the Santa Fe to operate into St. Louis, Mo. As noted in *Railway Age* of July 24, page 101, the I.C.C. declined

to approve a proposed arrangement between the three roads whereby the Santa Fe would obtain a direct line between Kansas City, Mo., and St. Louis. Fred G. Gurley, president of the Santa Fe, revealed the decision of the roads in a telegram to the St. Louis Chamber of Commerce.

Annual Meeting of Short Lines At Chicago, October 13 and 14

The thirty-fifth annual meeting of the American Short Line Railroad Association will be held at the Hotel Morrison, Chicago, on October 13 and 14, it has been announced by J. M. Hood, president of the association. The meeting will conclude with a luncheon session on October 14, at which time Major General Carl R. Gray, Jr., administrator, Veterans Administration, and former vice-president of the Chicago & North Western, will speak.

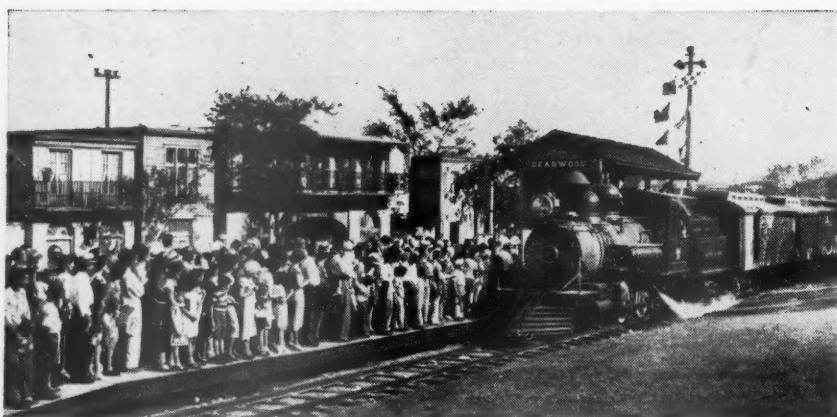
Listed as speakers at the business sessions are Commissioners Mitchell and Patterson of the Interstate Commerce Commission; G. E. Miller, deputy assistant postmaster general; Frank P. Douglass, chairman, National Mediation Board; Frank C. Squire, the railroad member of the Railroad Retirement Board; C. P. Dugan, member, Third Division, National Railway Adjustment Board; J. M. Hall, director of the commission's Bureau of Locomotive Inspection; S. N. Mills, director of the Commission's Bureau of Safety; L. S. Price, assistant director of the commission's Bureau of Accounts and Cost Finding; D. P. Loomis, executive director, Association of Western Railways; and W. H. Dana, chairman, Western Traffic Executive Committee.

Equipment on Order

Class I railroads and private car lines had 125,290 new freight cars on order on August 1, compared with 117,267 on order on August 1, 1947, according to the Association of American Railroads. Of the former total, Class I roads and railroad-owned private-controlled refrigerator car companies had 108,542 new freight cars on order, as compared with 102,998 on order on August 1, 1947.

Cars on order by Class I roads and railroad-owned private-controlled refrigerator companies on August 1 included 29,077 box cars, of which 28,727 were plain and vent'lated and 350 automobile box cars; 48,943 hopper cars, including 3,950 covered hoppers; 19,198 gondolas; 3,679 flat; 6,153 refrigerator; 600 stock, and 892 miscellaneous freight cars. Of the total number of new freight cars which Class I roads had on order on August 1, 32,523 will be built in railroad shops and 76,019 in outside shops.

The Class I roads also had 1,628 locomotives on order on August 1, compared with 815 on order on August 1, 1947. The 1948 total included 119 steam



The Deadwood Central narrow-gage line is packing 'em in at the Railroad Fair in Chicago

and 1,509 Diesel-electric locomotives, compared with 29 steam, four electric and 782 Diesel-electrics on August 1, 1947.

Class I roads and railroad-owned private-controlled refrigerator car companies put 58,892 new freight cars in service in the first seven months of 1948, compared with 26,174 in the same 1947 period. Of the former total, 7,974 were installed in July, compared with 5,439 in July, 1947.

Those installed so far this year included 23,829 box cars of which 22,765 were plain and ventilated and 1,064 automobile box cars; 24,551 hopper cars, including 1,205 covered hoppers; 5,750 gondolas; 4,243 refrigerator; 48 flat; 250 stock and 221 miscellaneous freight cars.

The Class I roads also put 762 new locomotives in service in the first seven months of 1948, of which 28 were steam, four electric and 730 Diesel-electric. New locomotives installed in the same period last year totaled 482, of which 63 were steam, two electric and 417 Diesel-electric.

The Class I roads and affiliated refrigerator car companies retired 44,717 freight cars in the first eight months of 1948, of which number 7,920 were retired in July. In the same 1947, period, 34,383 cars were retired.

40,000 Tons of Steel Monthly Approved for Tanker Construction

Announcement has been made of the approval by the Office of Industry Cooperation's Steel Products Advisory Committee of a proposed voluntary agreement for the allocation of 40,000 tons of steel products monthly from October through February, 1949, for the construction of tankers.

The committee also has approved a proposed monthly allocation of 2,000 tons of steel products during the same period for the construction of research facilities for the National Advisory Committee for Aeronautics. It suggested, however, that study be made to ascertain whether existing government facilities could not be utilized before

proceeding with a construction program requiring steel allocations.

The committee also has voted to eliminate from the proposed voluntary agreement to provide steel for the Armed Forces that provision requiring that steel products on hand or under arrangements for delivery must be used in filling military contracts, if suitable for that purpose, before allocations be made.

E. J. & E. Launches Magazine

The Elgin, Joliet & Eastern has joined the growing list of railroads which publish magazines for their employees. The road already has circulated the first issue (August) of its new employee periodical, which is yet to be named. The magazine is 8½ in. by 11 in. in size and its first issue contains 16 pages. The editor is W. E. Deaton, industrial and tax commissioner of the road.

Near Record Volume of Wood Treated in 1947

The wood-preserving industry treated more than 349 million cubic feet of wood in 1947, according to a preliminary report prepared by the U. S. Forest Service in cooperation with the American Wood-Preservers Association. The amount of material treated was about 13 per cent greater than in 1946 and has been exceeded only once before—in 1939 when 362,009,047 cu. ft. were processed. Even this record might have been broken had there not been a shortage of creosote early in the year, according to G. B. McGough, president of the A. W. P. A., and general superintendent of Bond Brothers, Inc.

The largest increase was in the treatment of crossarms (213 per cent), and the smallest in wood blocks (4 per cent). The number of cross-ties treated increased from 45,691,177 in 1946 to more than 47 million in 1947; switch ties from 90,269,040 f. b. m. to more than 138 million; piles from 14,928,570 lin. ft. to 16 million; number of poles from 6,546,116 to almost 8 million; tim-

bers from 90,733,152 f. b. m. to slightly over 100 million, and the number of crossarms from 1,911,713 to almost 6 million. In addition the amount of wood given fire retardant treatment increased from 4,466,565 f. b. m. in 1946 to more than 5 million f. b. m.

Attendance at Railroad Fair Passes 1¼ Million Mark

Continued record crowds at the Railroad Fair in Chicago this week pushed the attendance figure to 1,256,110 at the close of business on August 16. More than 65,000 visitors attended the spectacle on Sunday, August 15. A check of license plates of cars parked at the Fair's 1,750-car lot has revealed 20 per cent of the cars to be from outside Illinois. It is estimated that half the cars bearing Illinois licenses are from outside of Chicago.

The Baltimore & Ohio took the spotlight at the Fair on August 14, when a thousand of the company's employees journeyed to Chicago for the celebration of "B. & O. Day." Featuring the day's festivities was a program of songs by the road's 90-man glee club and a talk by Roy B. White, B. & O. president. In addition, a number of helium-filled balloons were launched into the air, six of which had attached to them tickets entitling the finder to a round-trip between any two points on the railroad. The glee club later won a second-place award in the Chicagoland Music Festival.

The Pullman Company estimates that 500,000 persons have visited their exhibit since the opening of the Fair on July 20, and other exhibitors report similar attendance figures. Approximately 17,000 persons are passing daily through the Pullman-Standard Car Manufacturing Company's exhibit, one feature of which is a television camera which flashes the images of visitors on a screen.

Advisory Group to Assist Commerce Department with Supply Program

As a means of assuring full protection to the domestic economy while meeting foreign commitments, Secretary of Commerce Sawyer has created an Advisory Committee on Requirements, consisting of top representatives in 10 government agencies, to advise

A.B.C. Gets A.A.R. Radio Program, Starting October 4

The series of musical comedy hits to be sponsored by the Association of American Railroads will be heard over the American Broadcasting Company network on Monday nights from 8:00 to 8:45 o'clock beginning October 4, Robert S. Henry, vice-president in charge of the Public Relations Department of the association, has announced.

him on supply and requirements programs now under the jurisdiction of the Department of Commerce. Agencies which will be represented on the committee include the Department of Commerce and the Office of Defense Transportation.

The committee supersedes and coordinates the work of several other inter-agency committees which have been involved in policy and program decisions in export controls, priority assistance for export, allocations and related controls on materials specified by Congress, voluntary agreements with industry on priorities and allocations and other matters involving determination of supply requirements.

July Revenues 18.2 Per Cent Above Those of July, 1947

From preliminary reports of 82 Class I railroads, representing 80.5 per cent of total operating revenues, the Association of American Railroads has estimated that the July gross amounted to \$671,237,882, an increase of 18.2 per cent above the \$567,773,912 reported for the same 1947 month. Estimated June freight revenues amounted to \$545,176,635, as compared with \$447,299,987, an increase of 21.9 per cent, while estimated passenger revenues amounted to \$76,689,585, as compared with \$75,566,131, an increase of 1.5 per cent. The estimate for all other revenues was \$49,371,662, as compared with \$44,907,794, an increase of 9.9 per cent.

Domestic Air Parcel Post Service To be Inaugurated on September 1

Air parcel post service will be inaugurated in the United States and its territories and possessions, effective September 1, Postmaster General J. M. Donaldson has announced. The service will include all mailable matter weighing more than 8 ounces but not exceeding 70 lb. in weight or 100 in. in length and girth combined. Postage rates will

be prescribed by zones, similar to surface parcel post, beginning at 55 cents for the first pound and 4 cents for each additional pound in zones 1 and 2, up to 80 cents for the first pound and 65 cents for each additional pound in zone 8.

Freight Car Loadings

Loadings of revenue freight in the week ended August 14 totaled 891,277 cars, the Association of American Railroads announced on August 19. This was an increase of 12,376 cars, or 1.4 per cent, over the preceding week, a decrease of 15,028 cars, or 1.7 per cent, under the corresponding week last year, and an increase of 3,724 cars, or 0.4 per cent, over the equivalent 1946 week.

Loadings of revenue freight for the week ended August 7 totaled 878,901 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

Revenue Freight Car Loadings			
For the Week Ended	1948	1947	1946
District			
Eastern	157,964	158,461	161,881
Allegheny	177,775	191,255	194,234
Pocahontas	73,421	70,856	72,663
Southern	128,402	129,277	130,993
Northwestern	139,991	142,381	138,332
Cent. Western	133,351	142,134	135,680
Southwestern	67,997	70,880	65,303
Total Western Districts	341,339	355,395	339,315
Total All Rds.	878,901	905,244	899,086
Commodities:			
Grain and grain pnts.	59,963	67,303	53,864
Livestock	10,114	12,368	16,228
Coal	184,585	178,105	185,661
Coke	14,941	13,831	14,032
Forest products	51,404	49,088	49,657
Ore	78,993	80,951	73,575
Mdse. l.c.l.	102,977	113,429	123,354
Miscellaneous	375,924	390,169	382,715
August 7	878,901	905,244	899,068
July 31	894,381	921,591	898,391
July 24	882,566	919,928	910,513
July 17	892,527	919,735	921,496
July 10	755,760	807,117	895,082

Cumulative total,
32 weeks 25,828,701 26,772,416 24,220,205

Additional General News appears on page 81.

SUPPLY TRADE

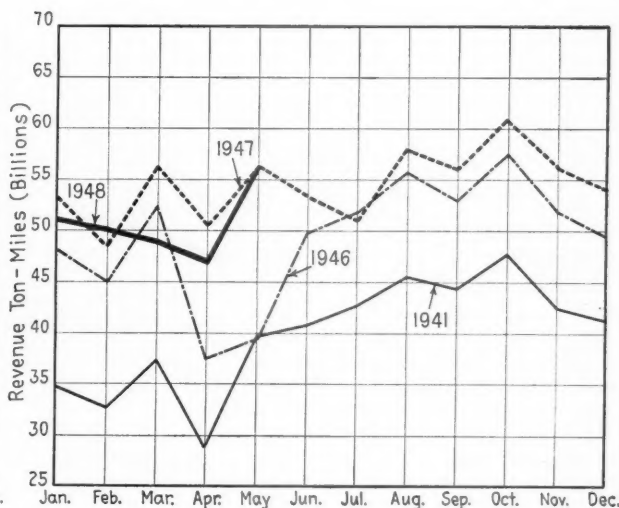
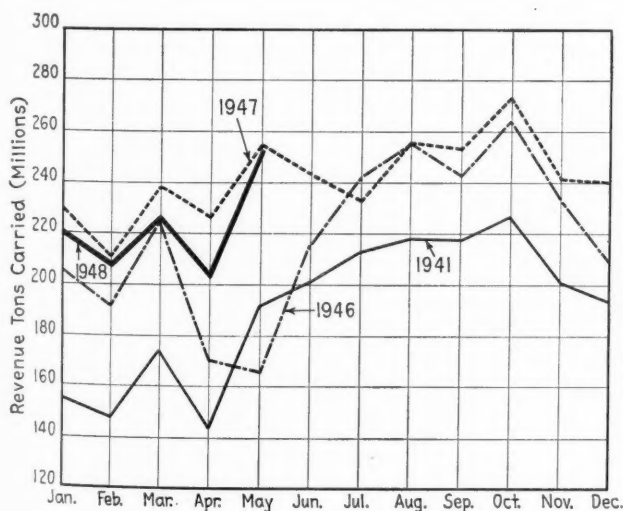
Edgar K. Lofton has been appointed sales manager of the railway division of the Dayton Rubber Company, Dayton, Ohio, to succeed E. J. Schmidt, resigned. All railway sales operations will be directed from the Chicago sales headquarters at 1009 W. Washington boulevard. Mr. Lofton has been associated with the railway division for 15 years. He first worked as test engineer for



Edgar K. Lofton

railway V-belts in the factory testing and development department and for the last 14 years has been sales engineer in charge of railway sales in the Chicago district. Mr. Lofton is a committee chairman of the Western Railway Club and chairman of the board of directors of the Railway Electric Supply Manufacturers Association.

The American Steel & Wire Co., a subsidiary of the United States Steel Corporation, has announced the creation of a new and separate sales division to handle electrical wire and cable products. T. F. Peterson, who has headed



Revenue Tons and Revenue Ton-Miles—1948 Compared with 1941, 1946 and 1947

the section of the general sales staff of the company devoted to electrical products, has been appointed manager of sales of the new division. New district sales offices under the new organization will be established in Boston, Mass., to serve the New England district; in Cleveland, Ohio, to serve the Central district; in Chicago, to serve the Western district; and in New York to serve the Eastern district. C. H. Currier has been appointed manager, New England district, electrical products sales; V. W. Heimberger, manager, Central district; R. A. Coates, manager, Western district; and C. M. Vaill, manager, Eastern district.

J. A. Brownell has been promoted to assistant manager of the railway traffic and sales department of the **Texas Company**, with headquarters in New York. Mr. Brownell joined Texaco in October, 1907, as a clerk in the southern



J. A. Brownell

sales territory at Dallas, Texas. In 1923, he was appointed assistant to the manager of the railway traffic and sales department at New York, and held that position until his recent promotion.

Harry S. C. Folk, sales engineer for the Electric Storage Battery Company for the last 30 years, has joined the staff of **Raymond L. Smith Associates**, New York representatives for the Automatic Transportation Company, Chicago. Mr. Folk will deal exclusively with railroads which maintain purchasing offices in eastern New York state.

The **Armco Steel Corporation** has contracted to purchase the assets of the **Jackson Tube Company**, Piqua, Ohio. This company will be operated as the tubing division of the Armco Steel, effective September 1, and Samuel E. Jackson, president, will be manager of the new division.

D. Gordon Clifford, formerly chief engineer of Industrial & Commercial Electronics, has been appointed field engineer for the **Lenkurt Electric Co.**, San Carlos, Calif.

Marvin W. Smith, formerly vice-president in charge of engineering and research for the Westinghouse Electric Corporation, has been elected executive vice-president of the **Baldwin Locomotive Works**, with headquarters at Eddystone, Pa. (See the *Railway Age* of August 7, page 43.) Lewis W. Metzger, vice-president, has been appointed executive assistant to Mr. Smith, assisting him in all phases of Baldwin operating activities. The company also has an-



Marvin W. Smith

nounced the appointments of **James R. Weaver** as manager of manufacturing—Eddystone division, and **John S. Newton** as manager of engineering—Eddystone division. Both Mr. Weaver and Mr. Newton also were formerly with Westinghouse Electric.

Mr. Smith was graduated from the Agricultural and Mechanical College of Texas in 1915 with a degree in electrical engineering. He joined the Westinghouse Electric Corporation as a student engineer and in 1930 was appointed division engineer in charge of the de-



James R. Weaver

signing of generators for the Hoover and Norris Dams. He was appointed manager of engineering in 1936 and was elected vice-president in charge of engineering and research in 1939.

Mr. Weaver joined the Westinghouse

Machine Company, at East Pittsburgh, Pa., and was works mechanical engineer when that company moved to Philadelphia, Pa. He remained at East Pittsburgh with the Westinghouse Electric Corporation holding various positions until his appointment as superintendent of manufacturing equipment. He later was appointed director of equipment inspection and tests and held that position until he assumed responsibility for the operation of the United States Naval ordnance plant, at Louisville, Ky., during the recent war. Since the end of the war Mr. Weaver has been in charge of all manufacturing operations at the Westinghouse plant at Springfield, Mass.

Mr. Newton was graduated from Oregon State College in 1930 and spent the first nine years of his business career with Westinghouse Electric at



John S. Newton

East Pittsburgh. For the last nine years he has been in the steam division, at South Philadelphia, Pa., as assistant engineering manager in charge of many phases of the designs and application of both steam and gas turbines, particularly in the marine and transportation fields.

E. E. Martin, formerly district operating manager for the **Graybar Electric Company**, at New York, has been appointed assistant district manager, with headquarters at Boston, Mass. Mr. Martin has been associated with the company for 28 years. E. A. McGrath, district operating manager at Detroit, Mich., for the last five years, has been transferred to New York, to replace Mr. Martin; M. O. McIlvain, district operating manager at Kansas City, Mo., for 12 years, has been transferred to Detroit, succeeding Mr. McGrath; and A. W. Rimensnyder of the company's Philadelphia, Pa., office, will be district operating manager at Kansas City, succeeding Mr. McIlvain.

OBITUARY

Neil C. Hurley, chairman of the board of directors of the Independent Pneu-

matic Tool Company, Aurora, Ill., and former president of the firm, died at his home in River Forest, Ill., on August 2, following a heart attack. Mr. Hurley had been active in the company for the past 21 years, directing its expansion first as president and since 1944 as board chairman. He was born in Galesburg, Ill., on May 3, 1870,



Neil C. Hurley

and served for many years as a railroad mail clerk with the Chicago, Burlington & Quincy. Mr. Hurley went to Chicago in 1906 to establish, with his brother, the late Edward N. Hurley, the Hurley Machine Company. Neil Hurley served as president of the latter company until 1927, when he joined Independent Pneumatic Tool. He became president of that company in 1933.

ORGANIZATIONS

The second annual reunion of the Military Railway Service Veterans will be held in St. Louis, Mo., on September 25. The principal speaker at the annual banquet will be Major General Carl R. Gray, Jr., head of the veterans' administration and former vice-president of the Chicago & North Western System. The one-day program will consist of a business session in the morning, sight-seeing tour of St. Louis in the afternoon and the banquet at 7:30 p.m. Reservations may be made with E. F. Barnes, Missouri Pacific Building, St. Louis.

The Railroad Enthusiasts, New York Division, will meet August 25 in Room 5928, Grand Central Terminal, at 7:45 p.m. Outstanding feature of this meeting will be the presentation of the old time movie "Roaring Rails."

The sixty-sixth annual meeting of the American Association of Passenger Traffic Agents will be held at the Hotel Utah, Salt Lake City, Utah on September 9.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

The Chicago South Shore & South Bend has ordered 4 70-ton covered hopper cars from the General American Transportation Corporation for delivery in the second quarter of 1949.

The Delaware & Hudson has ordered 100 70-ton covered hopper cars from the Greenville Steel Car Company and 20 air dump cars from the Magor Car Corporation. The inquiry for the covered hopper cars was reported in *Railway Age* of July 3. Both lots are scheduled for delivery next spring.

The Duluth, South Shore & Atlantic is inquiring for 100 50-ton box cars and 100 50-ton gondola cars.

The Illinois Central has ordered 750 50-ton hopper cars and 100 70-ton covered hopper cars from the General American Transportation Corporation, 500 50-ton hopper cars from the Pressed Steel Car Company and 1,750 50-ton hopper cars from the Pullman-Standard Car Manufacturing Company. This equipment includes all the cars, except 375 50-ton flat cars, for which the road has been inquiring, as reported in *Railway Age* of June 19.

The Minneapolis, St. Paul & Sault Ste. Marie has ordered 500 40-ft. 50-ton steel box cars and 50 50-ft. 50-ton steel automobile box cars to be built at the North Fond du Lac, Wis., shops in 1949.

The Norfolk & Western has ordered 10 steel caboose cars from the St. Louis Car Company.

The Pittsburgh & West Virginia has ordered 300 50-ton gondola cars from the Bethlehem Steel Company. Delivery is scheduled to begin next October.

The Virginian has ordered 1,000 55-ton steel hopper cars from the Pressed Steel Car Company, 500 50-ton hoppers from its own shops and 25 caboose cars from the St. Louis Car Company. All the cars are scheduled for delivery in the first quarter of 1949. The inquiry for the 55-ton hopper cars was reported in *Railway Age* of July 24.

The Wabash has ordered 600 50½-ft. 50-ton box cars to be built at the Decatur, Ill., shops during 1949.

PASSENGER CARS

Cars for "Chessies" Go into Other Trains

Forty-six stainless steel passenger cars now being delivered to the Chesapeake & Ohio by the Budd Company, and which were originally designed to operate as the "Chessies," are to be

distributed among the various divisions of the road's system, it was announced this week. Trains 3, 5, 6 and 8 on the former Pere Marquette between Chicago and Grand Rapids, Mich., will receive six coaches, a twin-unit dining car and an observation-dome car. A baggage-coach car also will operate on this train between Chicago and Muskegon, Mich. Other system trains will absorb the remaining cars.

SIGNALING

The Baltimore & Ohio has ordered equipment from the General Railway Signal Company for the installation of an all-relay electric interlocking at Hobbs, W. Va. Fourteen miniature levers on a control panel equipped with 11 track indication lights will control 7 switch machines and 7 signals. Type B plug-in relays will be used at the control office and Type K relays at the signal locations. Switch machines will be Model 5D dual control, and signals will be Type U color-position-light.

The Chicago Great Western has placed orders with the Union Switch & Signal Co. covering materials required for signaling to be installed between Aiken, Ill., and North Hanover, 8 mi. of single track, involving H-2 search-light signals, DN-11 relays, mechanical facing-point lock movements, rectifiers and housings. The construction work will be done by railroad forces.

The Kentucky & Indiana Terminal has ordered equipment from the General Railway Signal Company for the installation of an electric interlocking at Louisville, Ky. A 2-lever table interlocker, to be located at Madison street, will control a switch machine and 3 signals. Type K relays, Type SA searchlight signals, and Type MD dwarf signals are included in this order.

The Union Pacific has placed an order with the Union Switch & Signal Co. covering the material required for the installation of centralized traffic control between Los Angeles, Cal., and Riverside, 59 mi. A Style C 15-ft. control machine will be installed at Los Angeles to operate the entire section with part of the territory to be controlled by coded carrier. Besides the control machine, the order included the required coding and carrier equipment, Style H-2 searchlight high and dwarf signals, and P-2 color-light automatic signals, M-22A electric d.c. switch movements, Style SL-6A electric switch locks, relays, rectifiers, transformers, MC-1 motor car indicators and housings. The track circuit apparatus will be of the reversible coded type for traffic in either direction on the 10-mi. double-track portion on the Los Angeles end of the project, and standard conventional d.c. neutral track circuits throughout the 49-mi. single-track section. The field installation work will be handled by railroad construction forces.

CONSTRUCTION

Chesapeake & Ohio.—The Interstate Commerce Commission has extended from September 1 to October 1 the time within which this road will be required to complete the construction of a 22.5-mile extension to its Elkhorn and Beaver Valley subdivision, connecting with the latter at Wayland, Ky. The C. & O. line, together with another line being constructed by the Louisville & Nashville, will enable both roads to serve a new coal mine. As reported in *Railway Age* of August 14, page 83, the commission has extended from September 1 to November 15 the time within which the L. & N. is required to complete the construction of its line—a 16.4-mile extension to its Rockhouse Creek branch from a point near Duo, Ky.

Division 4 of the Interstate Commerce Commission has authorized:

Lehigh Valley.—To construct and operate on 0.6-mile extension to its line at Hazelton, Pa. The line will serve a plant to be built by the Electric Auto-Lite Co. and other industries. Construction of the line was completed in June, the L. V. having proceeded on the theory that the line would be used as a spur or industrial track for the purpose of serving the Auto-Lite Co. The applicant, however, now expects to serve other industries as they locate in the area and will build additional trackage as required.

New York Central.—This company will construct a new passenger station at Harmon, N. Y., at a cost of \$300,000. Work on the new brick and concrete structure is scheduled to begin next spring when deliveries of steel and other supplies are anticipated. Completion is expected about 5 months later. The project includes a 225-ft. lengthening of the eastbound station platform and involves relocating one track. The new station will be immediately east of the present station, which will be retained as a concourse for those using the passenger bridge over the tracks. It will be 50-ft. by 78-ft., with provision for an additional wing, for a second story, or both, depending on future needs.

Pennsylvania.—This company's tide-water coal dumping facilities at South Amboy, N. J., will be increased during the coming winter months as a result of a \$450,000 program of improvements to the thawing plant there. Through addition of two new coal-fired boilers of 50,000-lb. per hour rated steam capacity each, replacing six smaller boilers, and through use of four new automatic stokers to serve those and two older boilers being retained, total rated continuous steam capacity will be increased from the present 120,000 to 175,000 lb. per hour. The two boilers will be fabricated by the Babcock & Wilcox Co. at its Barberton, Ohio,

plant; the four stokers will be built by the Detroit Stoker Company at Monroe, Mich.; and foundation and other construction work will be done by the Frederick Snare Corporation, New York, under the general supervision of H. T. Frushour, assistant vice-president and chief engineer, and E. L. Bachman, general superintendent of motive power, New York zone, of the Pennsylvania.

CAR SERVICE

Chairman A. H. Gass of the Car Service Division, Association of American Railroads, has advised railroad transportation officers of the decision to "get back to full observance of Car Service Rules in the handling of all open tops, both hoppers and gondolas," which was reached at an August 10 meeting in Washington, D. C. The meeting called by Vice-President J. H. Aydelott at the request of the A.A.R. board of directors was attended by 56 chief operating officers, representing 45 coal-loading roads.

It resulted in an agreement to cancel 15 of the 20 restrictive open-top orders which have been in effect—with the understanding that all roads would issue instructions, effective August 20, "requiring literal observance of the Car Service Rules in the handling of hoppers and coal gondolas." The "broad objectives" of the program, Mr. Gass said, are "to relocate cars on owners' rails and thereby improve their physical condition while at the same time insuring, as a general proposition, better car supply to shippers."

The orders left in effect are: C-411, which requires the return empty to home rails of coal cars owned by the Chesapeake & Ohio, Louisville & Nashville, Norfolk & Western, and Virginian; C-421, which requires Pocahontas and Southern roads to return empty hopper cars of the Clinchfield and the Interstate; C-431, which requires the return empty of coal cars owned by the Chicago, Burlington & Quincy, Chicago & Eastern Illinois, Illinois Central, and Missouri Pacific; C-500, which requires the expedited return from the west of gondolas owned by Eastern-Allegheny roads; and S.C.O. No. 41, which requires the expedited return to home roads of gondolas 61 ft. or more in length.

I.C.C. Service Order No. 822, effective from August 10 until December 10 unless otherwise modified authorizes the substitution of specified refrigerator cars for box cars for shipments from eastern and southern points to points in Oregon and Washington. The substitutions may be made at the option of the carriers.

I.C.C. Service Order No. 760, which authorizes the Chicago, Burlington &

Quincy to operate over Chicago Great Western tracks because of washouts on the Burlington's Des-Moines-Osceola branch, has been modified by Amendment No. 3, which sets back the expiration date from August 15 to January 15, 1949.

ABANDONMENTS

Chicago, Burlington & Quincy.—This road's application for authority to abandon approximately 5,900 ft. of switching track at Metropolis, Ill., and to discontinue an Ohio river towage service between that point at Paducah, Ky., 12 mi., was incorrectly classified in *Railway Age* of August 1, page 48, as a proposal which had been approved by the Interstate Commerce Commission. The commission has not yet acted on the application, which was filed July 30.

Division 4 of the Interstate Commerce Commission has authorized:

St. Louis Southwestern.—To abandon a branch line extending approximately 6 miles from Caraway Junction, Ark., to Riverdale. The commission found that the line has been operated at a substantial loss for several years and that continued operation would result in increasing losses.

New York, New Haven & Hartford.—Following recommendations of proposed reports by Examiner Robert Romero, as reported in *Railway Age* of July 24, page 108, Division 4 of the Interstate Commerce Commission has denied this road's applications for authority to abandon two lines. One extends from Canaan, Conn., to Lakeville, 9.5 miles, and the other from Tremont, Mass., to Fairhaven, 15 miles. The application involving the latter was denied without prejudice to the New Haven's refile for similar authority after one year from August 9.

With respect to the Canaan-Lakeville line, the commission said that although the New Haven's application was based principally on the ground that revenues from the traffic available, or in prospect, do not warrant its rehabilitation, operations over the segment are being conducted at "substantial earnings" and prospects for additional increases in traffic are "encouraging." "The branch is in need of some rehabilitation and the rail probably should be replaced some time in the future," it added, "but it appears that its operation could continue for several years without major rail replacements or out-of-pocket losses."

The commission set out substantially the same reasons in denying the New Haven's application for authority to abandon the Tremont-Fairhaven line. Although it conceded that the line is in need of some rehabilitation, it said

that it does not appear that its operation could not continue for a year or longer without "too large expenditures" for maintenance. Continued operation for such a period, it said, would afford shippers an opportunity to patronize it to the fullest extent practicable and should definitely show whether or not its abandonment is warranted.

FINANCIAL

Alton & Southern.—Acquisition.—Division 4 of the Interstate Commerce Commission has authorized this road to purchase and operate the properties of the St. Louis & Ohio River. At the same time, it has authorized the Aluminum Company of America to acquire, through its stock ownership of the A. & S., control of the St. L. & O.R.

Baltimore & Ohio.—Operating Agreement.—Division 4 of the Interstate Commerce Commission has approved the modification of a 1916 agreement under which this road operates the properties of its subsidiary, the Ohio & Little Kanawha, so as to provide that, effective as of January 1, the B. & O. will pay monthly to the O. & L.K. an amount equal to charges allowed by the Bureau of Internal Revenue for amortization or depreciation.

Central of New Jersey.—Reorganization.—Division 4 of the Interstate Commerce Commission has modified its order of August 8, 1947, in the Finance Docket No. 12620 proceeding, to permit E. G. Leavitt to serve as an additional member of the protective committee for the holders of the capital stock of this road. The commission also has approved the appointment of P. J. Kern as co-counsel for the same committee.

Kingsport.—Operation.—Examiner J. S. Prichard has recommended in a proposed report that Division 4 of the Interstate Commerce Commission authorize this new company, a wholly-owned subsidiary of the Tennessee Eastman Corp., to lease and operate a 7-mile line owned by the federal government, subject to the condition that Tennessee Eastman, a wholly-owned subsidiary of the Eastman Kodak Co., and Kingsport tender to the Southern and the Clinchfield a 10-year option under which those carriers may acquire joint and equal control of the line. Such an arrangement would be subject to the necessary consent of the government and subject to commission approval if the Clinchfield (operated under lease by the Atlantic Coast Line and the Louisville & Nashville) and Southern decide to exercise their joint option. The line in question extends from a connection with the Clinchfield at Kingsport, Tenn., to a connection with the

Southern at Holston, and was built by the government during World War II to serve defense plants and other military establishments. It is now being operated in switching service by Tennessee Eastman under a 15-year lease.

Meridian & Bigbee River.—Reorganization.—Division 4 of the Interstate Commerce Commission has approved a plan of reorganization for this company under section 77 of the Bankruptcy Act. The approved plan, which calls for a reduction from \$2,013,655 to \$1,334,655 in capitalization, is substantially the same as that recommended earlier this year in a proposed report by Examiner J. V. Walsh, as reported in *Railway Age* of June 12, page 72. The new capitalization would consist of \$50,000 of 20-year 4 per cent first mortgage bonds, \$500,000 of 50-year 4 per cent income mortgage bonds and \$784,655 of common stock. The plan also provides that all new securities, except the first mortgage bonds, shall be delivered to the Reconstruction Finance Corporation. The first mortgage bonds would be issued only if the cash on hand at the time of the reorganization is insufficient for working capital, to pay certain priority claims and to make bridge repairs. Additional common stock in the amount of \$215,345 will be reserved to provide for warrants to be issued for claims subordinate to those of the R.F.C. The commission's order also sets January 1, 1948, as the effective date of the reorganization.

New York, Chicago & St. Louis-Wheeling & Lake Erie.—Lease.—Stockholders of these roads will vote, at separate special meetings in Cleveland, Ohio, on October 11, on the Nickel Plate's proposed 99-year lease of the W.&L.E.'s properties and rights.

Pennsylvania.—Bonds.—Division 4 of the Interstate Commerce Commission has modified its order of February 12, 1944, to omit the requirements for a sinking fund for \$5,646,000 of general mortgage 3 per cent bonds of this road's lessor, the United New Jersey Railroad & Canal, in the event of their sale to the public. The bonds are guaranteed by the Pennsylvania.

Rahway Valley.—Control.—This company has asked approval by the Interstate Commerce Commission of the extension of a lease under which it would continue to control for a 15-year period, beginning January 1, 1949, the properties of its lessor, the Rahway Valley Railroad Co.

Texas & Northern.—Acquisition.—This new company has applied to the Interstate Commerce Commission for authority to acquire and operate a line now owned and operated as a private road by the Lone Star Steel Co. The line extends approximately 11 miles from a point near Lone Star, Tex., site of the steel company's plant, to a con-

nection with the Louisiana & Arkansas at Veal's Switch. The T. & N. would be controlled by the steel company through stock ownership.

New Securities

Application has been filed with the Interstate Commerce Commission by:

Chesapeake & Ohio.—To assume liability for \$5,500,000 of equipment trust certificates, the proceeds of which will be applied toward the purchase of the following equipment:

Description and Builder	Estimated Unit Cost
5 type 2-6-6 freight locomotives, each with 25,000-gallon tenders (Lima-Hamilton Corporation)	\$388,371
2 1,000-hp. Diesel-electric switching locomotives (Electro-Motive Division, General Motors Corporation)	94,885
950 70-ton all-steel hopper cars (American Car & Foundry Co.)	3,566

The certificates would be dated September 15, sold on the basis of competitive bidding and would mature in 10 annual installments of \$550,000, starting September 15, 1949.

Division 4 of the I.C.C. has authorized:

Missouri Pacific.—To assume liability for \$4,700,000 of series KK equipment trust certificates, the proceeds of which will be applied toward the purchase of equipment estimated to cost \$6,279,730, as described in *Railway Age* of July 24, page 112. The certificates will be dated August 1 and will mature in 10 annual installments of \$470,000, starting August 1, 1949. The report also approves a selling price of 99.126, with a 2½ per cent interest rate, the bid of Halsey, Stuart & Co., and associates, on which basis the average annual cost will be approximately 2.56 per cent. The certificates were reoffered to the public at prices yielding from 1.55 per cent to 2.70 per cent, according to maturity.

Point Comfort & Northern.—To issue \$500,000 of common stock, consisting of 5,000 shares of the par value of \$100 per share, the proceeds of which will be applied, together with other funds, toward the construction of a new line from a point near Point Comfort, Tex., to a connection with the St. Louis, Brownsville & Mexico near Lolita, approximately 12 miles. The new line will serve a plant near Point Comfort of the Aluminum Company of America, which has been authorized to acquire control of the P.C. & N. through the ownership of 4,993 shares of the road's stock.

Reading.—To assume liability for \$3,440,000 of series P equipment trust certificates, the proceeds of which will be applied toward the purchase of equipment estimated to cost \$4,300,000, as described in *Railway Age* of July 24, page 112. The certificates will be dated September 1 and will mature in 20 semi-annual installments of \$172,000, starting March 1, 1949. The report also approves a selling price of 99.42 with a 2¼ per cent interest rate, the bid of Salomon Brothers & Hutzler, and associates, on which basis the average annual cost will be approximately 2.37 per cent. The certificates were reoffered to the public at prices yielding from 1.4 per cent to 2.5 per cent, according to maturity.

Western Maryland.—To assume liability for \$5,800,000 of 2¼ per cent series M equipment trust certificates, the proceeds

of which will be applied toward the purchase of 1,500 freight cars estimated to cost \$7,370,728, as described in *Railway Age* of July 31, page 54. The certificates will dated August 15 and will mature in 10 annual installments of \$580,000, starting August 15, 1949. The report also approves a selling price of 99.169, the bid of Halsey, Stuart & Co., on which basis the average annual cost will be approximately 2.42 per cent. The certificates were reoffered to the public at prices yielding from 1.5 per cent to 2.55 per cent, according to maturity.

Average Prices Stocks and Bonds

	August 17	Last week	Last year
Average price of 20 representative railway stocks	48.08	47.94	48.99
Average price of 20 representative railway bonds	89.45	89.96	89.71

Dividends Declared

Alabama & Vicksburg. — \$3.00, semi-annually, payable October 1 to holders of record September 8.

Canadian Pacific. — (interim), 50¢, payable October 1 to holders of record August 23.

Delaware & Bound Brook. — 50¢, quarterly, payable August 20 to holders of record August 13.

Erie & Pittsburgh. — 87½¢, payable September 10 to holders of record August 31.

Fort Wayne & Jackson. — 5½% preferred, \$2.75, semi-annually, payable September 1 to holders of record August 20.

Pittsburgh, Bessemer & Lake Erie. — common, 75¢, semi-annually; 6% preferred, \$1.50, semi-annually, both payable October 1 to holders of record September 15.

Virginian. — common, 62½¢, quarterly, payable September 24 to holders of record September 10; 6% preferred, 37½¢, quarterly, payable November 1 to holders of record October 15; 6% preferred, 37½¢, quarterly, payable February 1 to holders of record January 14; 6% preferred, 37½¢, quarterly, payable May 2 to holders of record April 15; 6% preferred, 37½¢, quarterly, payable August 1 to holders of record July 15.

RAILWAY OFFICERS

EXECUTIVE

Robert C. Bannister, general attorney of the Chicago & North Western at Chicago, has been appointed assistant to vice-president, personnel and public relations of the New York Central system, with headquarters at New York.

R. C. Parker, whose promotion to assistant vice-president—operations, of the Texas & Pacific at Dallas, Tex., was reported in *Railway Age* of August 7, was born on August 27, 1896, at Chicago. Mr. Parker entered the service of the T. & P. as a yard clerk in 1914, and subsequently held various positions until 1935, when he was promoted to general yardmaster at Dallas. In the following year he was appointed trainmaster at Fort Worth, Tex., and in 1937 he returned to Dallas as assistant to general manager in charge of trucking operations. Mr. Parker was advanced in 1938 to chief special agent and in 1940 to assistant to vice-president. His next promotion, in 1942, was

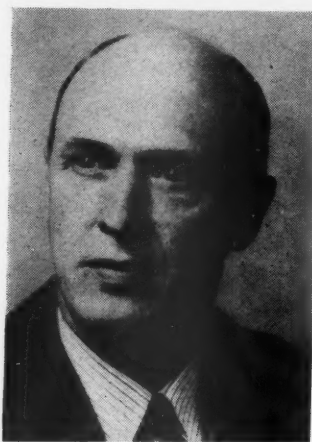
to the post of superintendent of the road's Eastern division, in which capacity he served until April 1, 1945, when he was appointed general superintendent-



R. C. Parker

ent at Dallas. He was holding the latter position at the time of his recent advancement.

Thomas Maxwell Pye, whose appointment as assistant to vice-president of purchases and stores of the Canadian National at Montreal, Que., was announced in *Railway Age* of August 14, joined the Canadian merchant marine in 1920 as buyer in the purchasing department at Montreal. Later that year he was transferred to Halifax, N. S., as assistant purchasing agent, and in 1928 he went to England to purchase



Thomas Maxwell Pye

supplies for Canadian National Steamships "Lady" vessels. In 1939, he was furloughed to serve as agent of the Defence Purchasing Commission, and in 1940 was appointed purchasing agent for the Way Supply Board at Halifax. Mr. Pye was a member of the Military Coal Committee, and of the Atlantic Fuel Committee. He had been serving as purchasing agent at Halifax at the time of his new appointment.

Lynne L. White, whose appointment as executive vice-president of the New

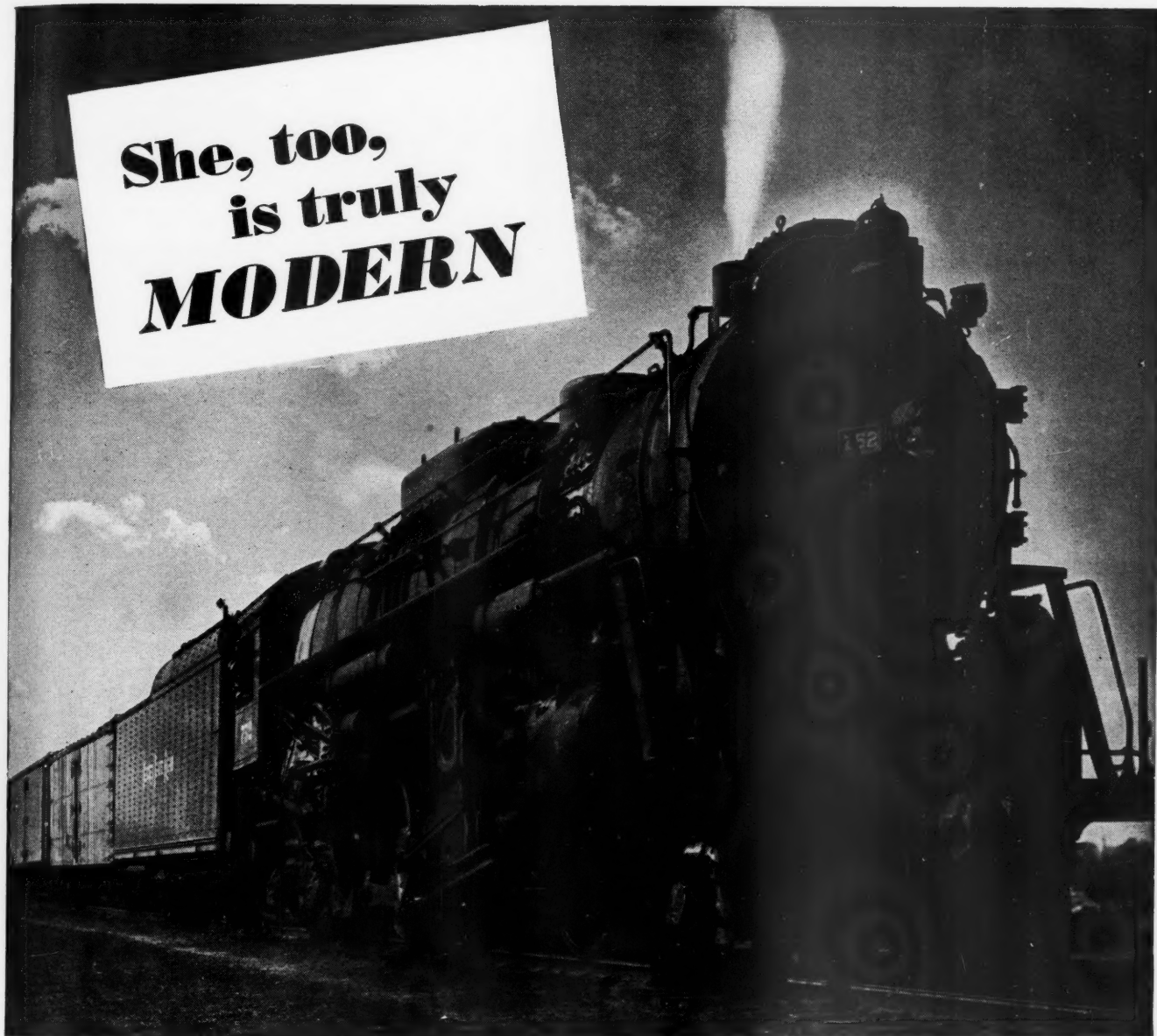
York, Chicago & St. Louis and of the Wheeling & Lake Erie at Cleveland, Ohio, was announced in *Railway Age* of July 24, was born at Kenwood Park, Iowa, on July 2, 1889. Mr. White entered railroad service as a passenger department clerk of the Chicago, Rock Island & Pacific at Cedar Rapids, Iowa, in March, 1904. In September, 1905, he left the Rock Island to attend business college, returning to railroading in April, 1906, and subsequently serving the St. Louis & San Francisco (now St. Louis-San Francisco) and the Rock Island as stenographer; time-keeper; secretary to superintendent, to general superintendent, and to general manager; chief clerk; and night chief dispatcher at various locations. He joined the Erie at Chicago as chief clerk to general superintendent in February, 1918, and in October, 1920, became trainmaster at Hammond, Ind.



Lynne L. White

Appointed Chicago division superintendent at Hammond in June, 1922, Mr. White was transferred to Huntington, Ind., and his jurisdiction extended to include the Marion division in March, 1928. He was promoted to assistant general manager at Youngstown, Ohio, in June, 1929, and in September of that year became assistant to president, with a further promotion to vice-president and assistant to president occurring in March, 1933. These posts he maintained until September 1936, when he was elected president of the Pittston Company. Returning to Erie service in October, 1938, he served as vice-president at Cleveland until January 1, 1940, when he went with the Chicago & North Western as chief operating officer. Mr. White was appointed vice-president, operation, of the Chicago, St. Paul, Minneapolis & Omaha, in May, 1942, attaining that position also on the C. & N.W. in June, 1944, when the C. & N.W. was restored to corporation management. Mr. White was holding these latter posts at the time of his recent appointment as executive vice-president of the Nickel Plate and of the Wheeling & Lake Erie.

**She, too,
is truly
MODERN**



She doesn't wear chrome trim, and her paint is black, but she, too, is truly modern. She was built for a job — a modern job — and she does it well.

With planned scheduling she can stay on the road 16 and 18 hours a day, 27 or 28 days a month. With proper servicing — and such servicing facilities save more than they cost — she can be turned around in an hour or two. With her modern design, based on progressive engineering, her maintenance costs are low. And with equal attention, she — the modern steam locomotive — will give you more train-miles, more ton-miles, more passenger-car miles per year for each dollar of investment than any other type of motive power.

There is a place for steam, and in this place the modern steam locomotive is doing an outstanding job. We are continuing to build such locomotives.



DIVISIONS: Lima, Ohio — Lima Locomotive Works Division; Lima Shovel and Crane Division. Hamilton, Ohio — Hooven, Owens, Rentschler Co.; Niles Tool Works Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.

FINANCIAL LEGAL and ACCOUNTING

Fred E. Hewitt, whose appointment as chief claim agent of the New York, Chicago & St. Louis at Cleveland, Ohio, was announced in *Railway Age* of August 14, was born on January 24, 1896, at Springfield, Pa. Mr. Hewitt read law under a practicing attorney and was licensed in 1928 to practice in Indiana. He entered railroad service on October 3, 1915, as a clerk in the operating department of the Nickel Plate, serving thereafter as timekeeper and chief clerk to trainmaster until March, 1920, when he was transferred to the claim department at Cleveland. He became claim agent in December, 1920. Appointed district claim agent at Buffalo, N. Y., in April, 1921, he was transferred to Chicago in July, 1927, and returned to Cleveland in December, 1944, as assistant chief claim agent. Mr. Hewitt held this latter post at the time of his recent promotion to chief claim agent, succeeding Elijah M. Mann, whose death occurred recently.

W. E. Grossen, auditor of the Nevada Northern at East Ely, Nev., has resigned from that position and will, on September 1, assume duties as general auditor of the McCloud River, at McCloud, Cal. He will succeed **C. J. Green**, who has retired due to ill health, following a railroad career of 40 years.

Mr. Grossen first entered railroad service in 1920 as a clerk in the office of the auditor of freight accounts of the Oregon Short Line (Union Pacific) at Salt Lake City, Utah. He subsequently served in various capacities in that office until 1924, at which time he joined the Nevada Northern as rate and division clerk in the accounting department. Mr. Grossen was promoted successively to positions as traveling auditor, general bookkeeper and assistant auditor, and on January 1, 1946, was appointed auditor.

Fred O. Steadry, general claims attorney of the Chicago & North Western at Chicago, will be advanced to assistant general solicitor at that point on September 1. **William H. Kelly**, claims attorney, will be promoted to general claims attorney.

OPERATING

V. M. Petterson, whose promotion to assistant general manager of the Southern Pacific Lines, was announced in *Railway Age* of July 24, was born at Charles-Ferry, N. D., on September 28, 1897. He started railroad service with the Southern Pacific as a timekeeper on the Portland division in 1916. After army service during World War I, he returned to that division as clerk, advancing to car distributor, assistant trainmaster, and trainmaster. In 1939 he went as trainmaster to the Western division and, a year later, was ap-

pointed assistant manager of personnel in San Francisco, Cal. Mr. Petterson was promoted to assistant superintendent, Sacramento division, in 1942, and returned to San Francisco as assistant to the general manager a year later. In



V. M. Petterson

1944 he became superintendent of the Salt Lake division, and, in 1945, superintendent of the Rio Grande division, from which position he was promoted on July 15.

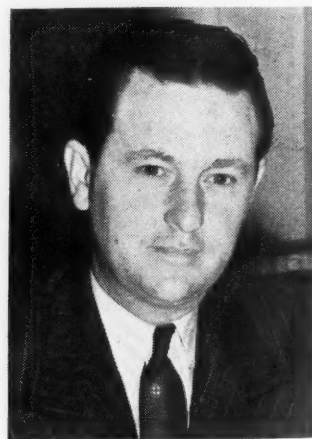
William R. McPherson, whose retirement as superintendent of transportation of the Denver & Rio Grande Western, at Denver, Colo., was reported in *Railway Age* of July 24, was born on May 17, 1879, at Princess Anne, Va., and entered railroad service in 1891 as a messenger with the Norfolk & Western. Mr. McPherson subsequently served as telegraph operator and train dispatcher of the N. & W., and, until September, 1912, was employed by various roads as train dispatcher, chief dispatcher and clerk. In the latter year he joined the Rio Grande as dispatcher, advancing to chief dispatcher in 1914, to trainmaster in 1915 and to assistant superintendent in 1918. Mr. McPherson was promoted to division superintendent in 1928, a post he held until 1938, at which time he was appointed assistant superintendent of transportation. He had served as superintendent of transportation since 1939.

Edward E. Marshall, whose promotion to superintendent of the Railway Express Agency at Indianapolis, Ind., was reported in *Railway Age* of July 24, was born on April 26, 1893, at Perrysburg, Ohio, and engaged in special work at Toledo University, Toledo, Ohio. He began his career with the American Express Company in 1910, at Toledo, serving successively as cashier, local accountant and district accountant. Mr. Marshall was transferred to Detroit, Mich., in 1928, as chief clerk to district accountant, in which post he remained until 1933, when he returned to Toledo as commercial agent. He was appointed traveling commercial agent at Grand Rapids, Mich., in 1936; agent

at Mansfield, Ohio, in 1940; route agent at Fort Wayne, Ind., in 1941; route agent at Kalamazoo, Mich., in 1942; and district manager of public relations at Cleveland, Ohio, in 1943. Mr. Marshall was transferred to Dayton, Ohio, in 1945, as general agent, remaining there until April, 1947, when he went to Chicago as chief clerk to vice-president. He was serving in the latter capacity at the time of his recent appointment.

Royal B. Smith, whose retirement as superintendent of the Railway Express Agency at Chicago was reported in *Railway Age* of July 24, was born on March 6, 1883, at Chicago. He began his career in 1903 with Wells Fargo & Co. (a predecessor of R.E.A.), advancing through various positions to that of chief clerk to vice-president at Chicago in 1927. Mr. Smith was advanced in 1930 to superintendent of traffic and in 1937 to division superintendent, the position he held at the time of his retirement.

A. S. McCann, whose promotion to superintendent of transportation, Southern Pacific, with headquarters at San Francisco, Cal., was reported in the *Railway Age* of August 14, was born on June 24, 1904, at Los Angeles, Cal. Mr. McCann entered the service of the S.P. in 1927 as a yardman on its Coast division. He advanced succes-



A. S. McCann

sively through positions as assistant trainmaster, and terminal superintendent on the Western division, and in the latter part of 1942 he was appointed assistant superintendent at Los Angeles. In 1947 he was transferred to Oakland, Cal., as assistant superintendent, which position he held at the time of his recent advancement.

W. G. Watkins, whose retirement as superintendent of the Railway Express Agency at Spokane, Wash., was reported in *Railway Age* of July 24, was born on March 21, 1884, at Dyersburg, Tenn., and began his career with R.E.A. and predecessor companies in 1904 as an office boy at Memphis, Tenn.

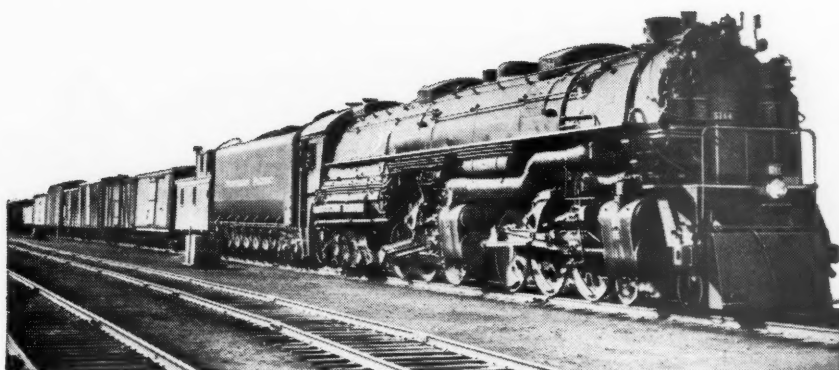
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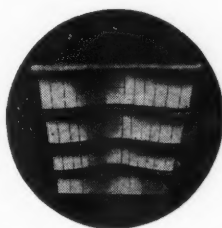
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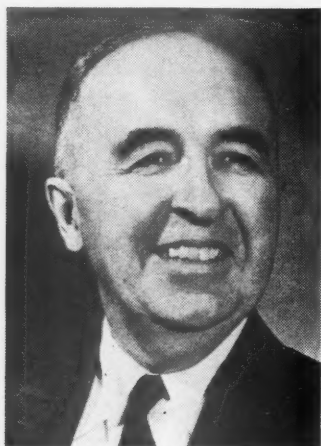
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Mr. Watkins later served as stenographer in the latter city and in Chicago, Salt Lake City, Utah, and Denver, Colo. He was appointed stenographer and clerk at Chicago in 1913, and advanced to assistant chief clerk at Cincinnati, Ohio, in 1918, to chief clerk there in 1924 and to route agent there in 1937. He became chief clerk to general manager at Cincinnati prior to his transfer in 1938 to Chicago as chief clerk to vice-president. In the following year he was further promoted to superintendent of organization at Chicago, and in 1940 was appointed superintendent at Cincinnati. Mr. Watkins was later transferred to Spokane, where he was located at the time of his retirement.

Leon B. Kendall, whose promotion to general manager of the Chicago & North Western System, at Chicago, was reported in *Railway Age* of August 7, was born on November 26, 1888, at Pompanoosuc, Vt. (now called Kendall). He received his higher education at Dartmouth College, and entered the service of the C. & N. W. in 1910 as a telegrapher. Mr. Kendall ad-



Leon B. Kendall

vanced successively to positions of chief train dispatcher, trainmaster, assistant superintendent and superintendent, and, in October, 1943, he was appointed assistant general manager at Chicago. He was further promoted in October, 1946, to assistant to vice-president in charge of operations, which post he held at the time of his recent advancement.

Leonard H. Hale, whose appointment as superintendent of transportation of the Denver & Rio Grande Western, at Denver, Colo., was reported in *Railway Age* of July 24, was born at Willard, Mo., on January 12, 1893, and attended Eastern University, Claremore, Okla. He entered railway service in 1912 as a student telegraph operator of the St. Louis-San Francisco at Sapulpa, Okla., during school vacations, subsequently serving as telegraph operator, tank car distributor and train dispatcher at vari-

ous points on the Frisco until September, 1918, when he went with the D. & R. G. W. as a dispatcher at Glenwood Springs, Colo. In 1933 he was transferred to Grand Junction, Colo., and three years later he was promoted to chief dispatcher, with headquarters at Salida, Colo. In June, 1937, Mr. Hale



Leonard H. Hale

was transferred to Grand Junction, and in November, 1939, he was advanced to inspector of transportation at Denver, Colo. In 1942 he was promoted to trainmaster at Grand Junction, and, one year later, to assistant superintendent of transportation with headquarters at Denver. He was advanced in July, 1945, to division superintendent at Alamosa, Colo., which post he held at the time of his recent appointment.

The Chicago, Milwaukee, St. Paul & Pacific has announced the following changes in its operating department: **R. A. Woodworth**, division superintendent at Madison, Wis., appointed superintendent at Kansas City, Mo., succeeding **E. O. Eckert**, who has been granted a leave of absence because of illness; **F. R. Doud**, superintendent at Ottumwa, Iowa, appointed to succeed Mr. Woodworth; **A. J. Farnham**, assistant superintendent at Milwaukee, Wis., appointed superintendent at Ottumwa; **G. H. Lane**, trainmaster at LaCrosse, Wis., promoted to assistant division superintendent at Milwaukee; **W. T. Stewart**, trainmaster of the Milwaukee Terminals, transferred to LaCrosse; **J. H. Stewart**, superintendent of the Milwaukee Terminals, appointed superintendent of the Dubuque and Illinois division, at Savanna, Ill., succeeding **W. G. Bowen**, who has retired; **L. W. King**, assistant superintendent of the Chicago Terminals, appointed acting superintendent of the Milwaukee Terminals; **G. F. Wilson**, also assistant superintendent of the Chicago Terminals, appointed to succeed to Mr. King's duties; **J. A. Jakubec**, trainmaster at Aberdeen, S. D., advanced to assistant superintendent of the Chicago Terminals; and **E. P. Snee**, trainmaster at Minneapolis, Minn., transferred to Aberdeen.

George W. Marriett, assistant general manager of the Missouri Pacific Transportation Company, has been promoted to general manager, with headquarters remaining at St. Louis, Mo.

TRAFFIC

J. S. Smith, whose promotion to assistant freight traffic manager—rates and divisions, Missouri Pacific Lines, at St. Louis, Mo., was reported in *Railway Age* of July 24, was born on September 23, 1898, at Minneapolis, Minn. Mr. Smith began his railroad career with the Minneapolis & St. Louis in 1916 as an office boy in the freight office at Minneapolis, serving subsequently as assistant rate clerk and diversion clerk. Following military service during World War I, he returned to the M. & St. L. and remained with the road until June 1, 1925, when he joined the M. P. as chief clerk to the general agent at Minneapolis. He was transferred to St. Louis in 1928, and from 1933 to 1937 served as supervisor in the foreign freight department. In the latter year



J. S. Smith

he was appointed assistant general freight agent, and in 1941 he was further advanced to general freight agent. He was assigned as general freight agent—rates in 1943, the post he held at the time of his recent promotion.

William T. Flinn has been appointed freight traffic agent of the Chicago, Indianapolis & Louisville, with headquarters at Chicago.

G. R. Marye, formerly general merchandise agent of the Kansas City Southern at Shreveport, La., has been appointed general agent at Dallas, Tex.

John A. Clark has been appointed general agent of the Rutland, with headquarters at Boston, Mass., succeeding **Richard O. Fawcette**, whose promotion to general western agent at Chicago was reported in *Railway Age* of July 3, page 58.

Albert L. Postlethwaite, division freight agent of the Jersey Central Lines at Long Branch, N. J., has been appointed



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August 21, 1948

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general foreign freight agent at New York, succeeding **David S. Gendell**, who has resigned to accept a position as director of traffic for the South Carolina State Ports Authority. **Harold E. Garrison**, division freight agent at Allentown, Pa., has been transferred to Long Branch succeeding Mr. Postlethwaite, and **John H. Weiss** has been appointed to succeed Mr. Garrison at Allentown.

Edwin B. Harkness, industrial agent of the Canadian National at Montreal, Que., has been transferred to the British Columbia district with headquarters at Vancouver, B. C.

D. A. Teskey has been appointed general agent of the Grand Trunk Western, with headquarters at Omaha, Neb.

J. M. Cunningham, general agent of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, has been appointed district freight traffic manager at New York, effective September 1. He succeeds **T. P. Casey**, who is retiring after a railroad career of 55 years. Mr. Cunningham is succeeded at Chicago by **F. K. Beem**, assistant general agent there.

John L. Abramson, assistant to traffic manager of the Duluth, Missabe & Iron Range at Duluth, Minn., has been appointed assistant traffic manager there. **Gustave C. Carlson**, former agent at Endion station in Duluth, has been appointed general traffic solicitor, succeeding **John A. Stauss**, who has retired.

Mr. Abramson was born on February 12, 1895, at Hancock, Mich., attended Dodge's Institute of Telegraphy in Valparaiso, Ind., and studied traffic management and traffic law, respectively, with the International Correspondence Schools and at the College of Advanced Traffic in Chicago. From 1910 to 1919, he served with the Copper Range successively as section laborer, telegraph operator, station agent and train dispatcher. He joined the Duluth, Missabe & Northern (now D. M. & I. R.) on August 1, 1919, as station cashier at Coleraine, Minn., where he remained until 1923, when he was transferred to Duluth as rate clerk in the traffic department. Mr. Abramson was appointed traffic agent in 1939 and assistant to traffic manager in 1945, which position he held at the time of his recent advancement.

Kenway R. Stoney, eastern foreign freight agent of the Western Pacific, with headquarters at Chicago, has been appointed assistant general freight agent at San Francisco, Cal. Mr. Stoney is succeeded by **Harold W. Nordberg**, traffic representative at San Francisco.

Wallace D. O'Brien, whose promotion to freight traffic manager—rates and divisions of the Great Northern at St. Paul, Minn., was reported in *Railway Age* of August 7, was born at St. Paul on December 7, 1896. Mr.

O'Brien was graduated by the University of Minnesota in 1916, and shortly thereafter he entered the service of the G.N. as a clerk in the traffic department. Following subsequent service as traffic inspector, he entered military service during World War I. Mr. O'Brien returned to the road in



Wallace D. O'Brien

1920 as traveling freight agent, advancing later to successive positions as general agent, assistant general freight agent and general freight agent. He was further promoted in 1945 to assistant traffic manager—rates and divisions, which post he held at the time of his recent appointment.

Vincent P. Brown, whose promotion to assistant freight traffic manager—rates and divisions of the Great Northern at St. Paul, Minn., was reported in *Railway Age* of August 7, began his career with the G.N. in 1918 as a voucher



Vincent P. Brown

clerk in the freight overcharge claims department. He subsequently served in that department as traffic clerk, investigator and assistant rate clerk, and was later transferred to the traffic department, where he held posts as traffic clerk, commerce assistant and commerce agent. Mr. Brown was appointed assistant general freight agent in 1941 and general freight agent in 1945. He

was serving in the latter post at the time of his recent advancement.

James E. Fitzmorris has been appointed assistant general passenger agent of the Kansas City Southern, with headquarters at New Orleans, La.

A. H. Ormrod has been appointed industrial agent of the Canadian National at Montreal, Que., succeeding **E. B. Harkness**, transferred.

The Delaware, Lackawanna & Western will open a new traffic agency at Houston, Tex., effective September 1. **Charles D. Santor**, who has been in charge of the Atlanta, Ga., office, will be in charge of the new Houston office, as general agent. The agency's territory will include Texas and Louisiana.

Einar J. Oslund has been appointed general agent of the Atchison, Topeka & Santa Fe, at Portland, Ore., succeeding **George H. Hartwell**, who has retired because of illness.

MECHANICAL

Andrew J. Dubetsky, master mechanic of the Lehigh Valley at Wilkes-Barre, Pa., has been appointed to the newly created position of system supervisor of Diesel maintenance, with headquarters at Sayre, Pa.

George W. Bohannon, whose promotion to chief mechanical officer of the Chicago & North Western System at Chicago, was reported in *Railway Age* of August 7, was born on December 2, 1902, at Duluth, Minn. Mr. Bohannon attended Cornell University from 1920 to 1923, and was graduated by the University of Minnesota in 1926, with a B. S. degree in mechanical engineer-



George W. Bohannon

ing. He entered railroad service in 1926 as a draftsman with the Duluth, Missabe & Northern (now Duluth, Missabe & Iron Range) and, from 1927 to 1944, he served as mechanical engineer with that road. He joined the

North Western system in the latter year as assistant to the chief mechanical officer, in charge of engineering matters, and in 1945 was promoted to assistant chief mechanical officer. Mr. Bohannon was serving in the latter post at the time of his recent appointment.

J. W. Millar has been appointed chief mechanical officer of the Ontario Northland, with headquarters at North Bay, Ont., succeeding F. G. Foster, retired.

F. T. James, chief of motive power of the Delaware, Lackawanna & Western at Scranton, Pa., has been appointed general superintendent of motive power and equipment. Mr. James' former title has been abolished. I. R. Pease, superintendent of motive power of the New York, Ontario & Western at Middletown, N. Y., has been appointed superintendent of Diesel locomotive maintenance of the Lackawanna at Scranton.

ENGINEERING and SIGNALING

Lawrence William Matson, division signal supervisor of the Canadian National at Moncton, N. B., has been appointed superintendent of construction with system jurisdiction, and headquarters at Montreal, Que. Mr. Matson, who joined the Canadian National in 1922, has been serving as signal supervisor since 1941.

B. R. Meyers, whose promotion to assistant chief engineer of the Chicago & North Western, at Chicago, was reported in *Railway Age* of July 10, was born at Ames, Iowa, on April 3, 1903, and received his higher education at Iowa State College. He entered railroad service in 1918 as a bridge and building carpenter on the North Western and served in that capacity during



B. R. Meyers

school vacations until 1925, when he became a draftsman on the Chicago, Rock Island & Pacific at Chicago. From 1926 to 1928 he served as rodman and instrumentman on the Rock Island lines in Oklahoma and Kansas. On April 15, 1929, he returned to the North Western as an instrumentman at Boone, Iowa,

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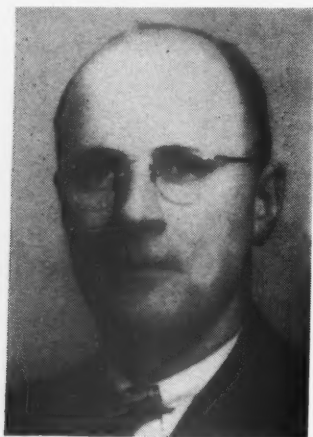
and was promoted to assistant general bridge inspector at Chicago in January, 1930. Mr. Meyers was assistant engineer at Sioux City, Iowa, from January 1, 1937, to October 1, 1939, when he was appointed trainmaster. He was advanced to office engineer at Chicago on April 1, 1945, and to assistant to chief engineer in March, 1946. Mr. Meyers was serving in the latter position at the time of his recent appointment.

Arthur L. Essman, signal engineer of the Burlington Lines, at Chicago, has been promoted to chief signal engineer at that point, succeeding the late **W. F. Zane**, whose death was reported in the *Railway Age* of August 7. Mr. Essman is succeeded by **T. W. Tizzard**, principal assistant signal engineer.

PURCHASES and STORES

A. J. Czadek has been appointed assistant district storekeeper of the Chicago, Burlington & Quincy, with headquarters at Aurora, Ill.

Cyril Robert Snell, whose appointment as purchasing agent for the Western region of the Canadian National with headquarters at Winnipeg, Man., was announced in *Railway Age* of August 14, joined the Canadian National in 1919 as junior clerk in the audit department at Toronto, Ont. A few months later he became clerk and ty-



Cyril Robert Snell

pist in the same office, and in 1923 he was transferred to the purchasing department at Montreal. He became assistant to the general purchasing agent in 1937, and in 1941 was appointed assistant to the vice-president of purchases and stores, the position he held at the time of his current appointment.

SPECIAL

A. S. Dawson, assistant development commissioner of the Canadian Pacific at Montreal, Que., has been appointed geologist at Calgary, Alta. **J. E. Whimster** succeeds Mr. Dawson at Montreal.

OBITUARY

Elijah M. Mann, chief claim agent of the New York, Chicago & St. Louis at Cleveland, Ohio, died at his summer home on Big Platte Lake, near Beulah, Mich., on July 8. Mr. Mann, who was born at Jintown, Elkhart County, Ind., on February 12, 1882, had been in railway service for more than 45 years. His first railroad post was that of special agent on the Lake Shore & Michigan Southern (now part of the New York Central) at South Bend, Ind. In 1906 he became chief special agent of the Indiana Harbor Belt. In 1907 he entered the claim department of this road and in 1908 he became claim agent. Returning to the L.S. & M.S. in 1909 as claim agent, he continued in this capacity until 1911, when he became district claim agent of the Cleveland, Cincinnati, Chicago & St. Louis (N.Y.C. Lines), with headquarters at Bellefontaine, Ohio. Mr. Mann was appointed district claim agent, New York Central Lines, at Toledo, Ohio, in September, 1915, and remained at that post until July, 1919, when he went with the New York, Chicago & St. Louis as chief claim agent, the position he held at the time of his death.

William Gordon Slaughter, director of property protection and supervisory training of the Seaboard Air Line at Norfolk, Va., whose death on July 26 was reported in *Railway Age* of August 14 as on July 27, was born on April 23, 1886, in Talbot county, Md. In railroad service since 1901 when he went with the Baltimore & Ohio as stenographer, Mr. Slaughter transferred to the Seaboard Air Line in July, 1913 and remained with that road for the rest of his career.

William H. M. Johnston, commissioner of development of the Canadian National in New York since 1931, died at his West Englewood, N. J., home on August 10. He was 46 years old.

J. E. Beggs, vice-chairman of the Trunk Line-Central Passenger Association, at Chicago, died at a hospital in that city on August 3, following a lingering illness. Mr. Beggs' earlier career was spent in the accounting and passenger traffic departments of several roads, including the Baltimore & Ohio, Wabash and Union Pacific. At the time of federal control of the railroads during World War I, he served with the U. S. Railroad Administration at New York. He joined the Central Passenger Association (now Trunk Line-Central Passenger Association) in 1920 as chief tariff and rate clerk. In 1942 Mr. Beggs was elevated to vice-chairman, the post he held at the time of his death.

William H. Guild, vice-president of the Union Pacific, with headquarters at Omaha, Neb., whose death on July 29

was reported in *Railway Age* of August 7, was born in Omaha on October 25, 1883, and entered railroad service in 1899 as an office boy in the office of the U.P.'s superintendent of transportation. In 1903 he became secretary to the general superintendent, later holding various clerical positions. Mr. Guild was advanced to chief clerk to the general manager in 1915, to assistant to the general manager in 1918, to assistant to vice-president in 1922 and to general superintendent at Kansas City,



William H. Guild

Mo., in 1928. In 1936 he was appointed executive assistant, with headquarters at Denver, Colo., which post he relinquished two years later to become general manager of the road's South Central district, at Salt Lake City, Utah. He was further promoted to vice-president in charge of operations at Omaha in 1940, and in the following year he went to Los Angeles, Cal., as executive assistant. Mr. Guild returned to Omaha in February, 1946, upon his election as vice-president, the post he held at the time of his death.

W. F. Zane, chief signal engineer of the Burlington Lines, with headquarters at Chicago, whose death on August 3 was reported in *Railway Age* of August 7, was born on October 1, 1882, at Odebolt, Iowa, and received his technical training at Highland Park College, Des Moines, Iowa. Mr. Zane entered railroad service on September 16, 1903, as a rodman on the Burlington. He was a draftsman in the signal department from 1906 to 1911, and a signal inspector from 1911 to 1916, when he became assistant signal engineer. He was further promoted to signal engineer in 1926, with headquarters at Chicago, and early in 1947 he was appointed chief signal engineer, the post he held at the time of his death. Mr. Zane served on the Committee of Direction, Signal Section, Association of American Railroads, from 1928 to 1930, inclusive, and from 1933 to 1935, inclusive. He was also, at various times, chairman of different committees in the Signal section.

General News

P.R.R. Garden Club Holds 11th Annual Show Next Month

The Pennsylvania Railroad Garden Club will hold its 11th annual dahlia and autumn flower show on September 13-14 in the main concourse of the Pennsylvania Station, 30th street, Philadelphia, Pa. More than 550 entries are expected from 25 states and Canada. Featuring 165 classes with 10 silver sweepstakes trophies and 300 class prizes, the show is expected to attract more than 30,000 visitors. On September 15 the show flowers will be distributed to various hospitals.

June Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for June and for this year's first six months. The compilation, which is subject to revision, follows:

Item	Month of June 1948	Month of June 1947	6 months ended with June 1948	6 months ended with June 1947
Number of train accidents*	934	1,271	6,092	8,435
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	148	165	652	615
Injured	106	131	518	530
Passengers on trains:				
(a) In train accidents*				
Killed	—	—	17	33
Injured	69	84	640	732
(b) In train-service accidents:				
Killed	1	6	10	20
Injured	236	232	1,304	1,296
Travelers not on trains:				
Killed	—	1	4	5
Injured	72	64	526	464
Employees on duty:				
Killed	37	63	298	391
Injured	2,385	2,880	15,566	17,925
All other nontrespassers:**				
Killed	106	106	812	1,001
Injured	420	461	3,216	3,364
Total — All classes of persons:				
Killed	292	341	1,793	2,065
Injured	3,288	3,852	21,770	24,311

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than \$150 to railway property in 1947. Beginning January 1, 1948, this minimum was raised to more than \$250. Only a minor part of the total accidents result in casualties to persons.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	97	83	743	915
Injured	239	238	2,027	2,092

Representation of Employees

The Switchmen's Union of North America has retained its right to represent yardmen, including foremen, helpers and switchtenders, employed by the Illinois Northern, as the result of a recent election which has been

certified by the National Mediation Board. The Switchmen defeated the challenging Brotherhood of Railroad Trainmen, 29 to 26.

The N.M.B. also has certified District 50, United Mine Workers of America, as the representative of locomotive engineers, firemen, yardmen, including yard conductors and yard brakemen, and carmen and their helpers employed by the New Jersey, Indiana & Illinois, while clerical, office, station and storehouse employees of the same road are now represented by the Brotherhood of Railway & Steamship Clerks. These employees formerly had not been represented by an organization.

As the result of another election, the Brotherhood of Railroad Signalmen of America now represents signal department employees, including foremen and inspectors, of the Union of Pittsburgh, Pa. These employees were also formerly without representation.

Monon Trains Have Birthday

During the past year, more than 84,000 passengers—an average of 230 per day—have patronized the "Hoosier" and the "Tippecanoe," Diesel-powered streamliners of the Chicago, Indianapolis & Louisville which went into daily service last August between Chicago and Indianapolis, Ind. The "Hoosier," train No. 15, has averaged 140 passengers per trip between Chicago and In-

dianapolis. The "Tippecanoe," train No. 12, has carried approximately 90 passengers on each of its runs between Indianapolis and Chicago. The first anniversary of the two trains was celebrated by the road on August 17, which was also "Monon Day" at the Railroad Fair in Chicago.

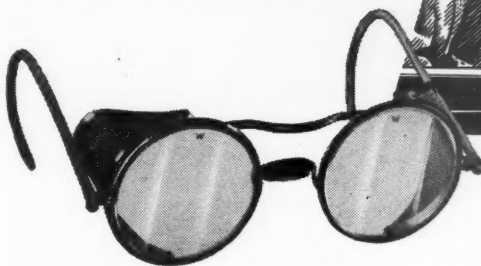
July Employment

Railway employment increased 0.79 per cent—from 1,351,127 to 1,361,757—during the one-month period from mid-June to mid-July, but the mid-July total was 1.54 per cent below that of July, 1947, according to the preliminary summary prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index number, based on the 1935-39 average, was 130.7 for July, as compared with 130.6 for June and 132.7 for July, 1947.

July employment was above that of July, 1947, in only one category, the increase being 1.84 per cent in executives, officials and staff assistants. The decreases ranged from 0.31 per cent in maintenance of way and structures to 5.91 per cent in transportation, other than train, engine and yard.

As compared with June, employment in July increased in all groups, ranging from 0.16 per cent in executives, officials and staff assistants to 1.43 per cent in maintenance of way and structures.

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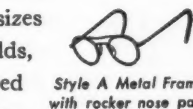


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The Need of the Railways for Additional Fixed- Plant Capital And Possible Means of Its Attainment

by JAMES G. LYNE,
Co-Editor, *Railway Age*

IN this monograph, the author presents evidence to support his argument that the railways have not for a couple of decades had a sufficient supply of new capital available to enable them to make desirable additions and improvements to their fixed properties.

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Current Publications

BOOKS

The Railways of Britain, Past and Present, by O. S. Nock. 120 pages, illustrations. Published by B. T. Batsford, Ltd., 122 E. 55th st., New York 22. Price, \$4.50.

Mr. Nock begins his book with a survey of the railways of Britain as they are today, and then goes back a hundred years or more to the fascinating period in which the genius and imagination of Stephenson, Telford, Hudson, Brunel and others were driving their extension, against extraordinary opposition, both political and physical, to every corner of the land. This book is only partly historical, however. The greater part of it is concerned with the present-day railway network, its organization, rolling stock, locomotives, signaling system, speed records, etc.; and there is a final chapter on some railway curiosities: picturesque survivals, cliff railways, miniature railways, and noteworthy accidents.

Sixtieth Annual Report on the Statistics of Railways in the United States for the Year Ended December 31, 1945, prepaid by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. 605 pages. Available from the Government Printing Office, Washington 25, D. C. Price \$3.

Extensive statistics on railways are contained in this volume. It includes figures on roadway and track, equipment, traffic, operation, employees, fuel, accidents, revenues, expenses and taxes, income and earned surplus, dividends and interest, balance sheet, investment in road and equipment, capitalization and receiverships and trusteeships. In addition to these statistics which cover the whole industry, there are also detailed statistics on the individual carriers, and statistics on the Pullman Company, express companies, the Railway Express Agency, electric railways, carriers by water, oil pipe lines, motor carriers, freight forwarders and private car owners.

Eleventh Annual Proceedings of the Railway Fuel and Traveling Engineers' Association, 1947. 324 pages. Published by the Railway Fuel and Traveling Engineers' Association, 327 S. LaSalle st., Chicago 4.

This volume contains the addresses and committee reports presented at the annual meeting held in Chicago last September. Subjects covered by committee reports included air brakes, handling of freight and passenger trains, fuel statistics, lubrication of locomotives and smoke abatement.

Heating, Ventilating, Air Conditioning Guide, 1948, 1,280 pages, illustrations, drawings. Published by the American Society of Heating and Ventilating Engineers, 51 Madison ave., New York 10. Price, \$7.50.

The first section of this book contains a technical data section of reference material on the design and specification of heating, ventilating and air conditioning

systems based on the transactions, the investigations of the research laboratory and cooperating institutions and the practice of the members and friends of the society. This is followed by a manufacturers' catalog data section and a roll of membership of the society. Both the technical and catalog data sections are completely indexed.

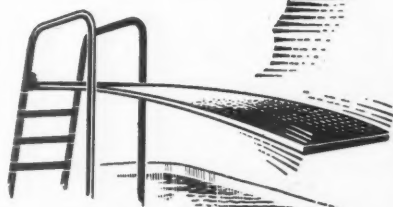
PAMPHLETS

The Distance Principle in Railroad Rate Making; an evaluation based upon studies and findings of the Interstate Commerce Commission, by James Whitney Bunting. 95 pages. Issued by the author, Geneva, N. Y.

This dissertation in economics was presented to the faculty of the Graduate School of the University of Pennsylvania. In his preface the author says "Throughout the entire course of railroad history there has been a demand for a fair, yet adequate, rate structure. This demand by governments, people and railroads themselves, has been voiced vigorously no matter what agency of transport has been under consideration or what the exact situation might be. The purpose of this thesis is to illustrate the operation of just one development in the field of transportation rate making—that of railroad mileage scales. . . . Whenever it has appeared possible, both sides of the question have been presented with full effects of practicality upon theory shown. The present system of rate making in the railroad industry has followed just such a course. Pure rate theory has been considerably modified by the presence of practical economic factors which have limited the extent to which theory might be applied. This development, as well as the present and future status of the distance scale, forms the gist of the investigations contained herein".

Domestic Petroleum Transportation; an analysis of the competitive situation with especial reference to the period 1930-1940, by Hugh Norman Emerson. Issued by the author, Philadelphia, Pa.

This excerpt represents an essential portion of a dissertation in economics presented to the faculty of the Graduate School of the University of Pennsylvania. It is the seventh and last chapter of the study, the purpose of which is to show how the domestic petroleum transportation system functions and to determine the relative merits of the various transportation methods. The study is directed principally to the years from 1930 to 1940 since this is the most recent period in which the petroleum business was normal and uninfluenced by wartime conditions. Preceding chapters of the study, each dealing with a type of transportation and with storage follow a similar pattern in that consideration is given to six basic factors of service, technology, costs, utilization, ownership and regulation. Each of these factors is then considered in relation to the four transportation participants: shippers, consignees, carriers and the public. The final chapter, which is the subject of this booklet, synthesizes and summarizes the study comparatively.



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